

AGENDA

Administrative Committee Meeting

May 9, 2007

9:00 a.m.

Location

SANBAG

Super Chief Conference Room

1170 W. 3rd Street, 2nd Floor

San Bernardino, CA

Administrative Committee Membership

Chair – SANBAG Vice President

Mayor Lawrence Dale
City of Barstow

SANBAG President

Supervisor Dennis Hansberger
County of San Bernardino

SANBAG Past President

Supervisor Paul Biane
County of San Bernardino

Mt./Desert Representatives

Mayor Rick Roelle
Town of Apple Valley

Council Member Kevin Cole
City of Twentynine Palms

Supervisor Brad Mitzelfelt
County of San Bernardino

East Valley Representatives

Council Member Bea Cortes
City of Grand Terrace

Mayor Bob Christman
City of Loma Linda

Supervisor Josie Gonzales
County of San Bernardino

West Valley Representatives

Mayor Gwenn Norton-Perry
City of Chino Hills

Mayor Paul Eaton
City of Montclair

Supervisor Gary Ovitt
County of San Bernardino

San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors.

In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:

***The San Bernardino County Transportation Commission**, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.*

***The San Bernardino County Transportation Authority**, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.*

***The Service Authority for Freeway Emergencies**, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.*

***The Congestion Management Agency**, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.*

***As a Subregional Planning Agency**, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.*

Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.

Consent Calendar

Consent Calendar items shall be adopted by a single vote unless removed by member request.

Administrative Matters

5. Attendance Register **Pg. 35**

A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

6. Procurement Report for April 2007 **Pg. 37**

Receive Monthly Procurement Report.

Terrence J. McGuire

Discussion Items

Administrative Matters

7. Budget to Actual Report **Pg. 38**

Receive Budget to Actual Report for Period Ending March 30, 2007. **Terrence J. McGuire**

8. Position Equity Adjustments and Reclassifications **Pg. 46**

1. Approve reclassification of the Principal Transportation Analyst position to Planning Manager, Ranges 28 – 32

2. Approve reclassification of the Senior Transportation Planning and Programming Analyst to the Programming Manager, Ranges 24 – 28.

3. Approve reclassification of Public Information Officer to Senior Management Group, reporting directly to the Executive Director. **Deborah Barmack**

Regional & Quality of Life Programs

9. Southern California Association of Governments Regional Council Membership **Pg. 52**

1. Approve SANBAG membership, acting as the County Transportation Commission, on the Southern California Association of Governments (SCAG) Regional Council.

2. Appoint Mayor Paul Leon, City of Ontario, to represent SANBAG, as the County Transportation Commission, on the SCAG Regional Council for a two-year term to June 30, 2009. **Deborah Barmack**

Discussion Items (Continued)**Program Support/Council of Govts.**

10. **San Bernardino Associated Governments State and Federal Legislative Program** Pg. 54

Review and discuss the 2007 Federal and State Legislative Programs. **Jennifer Franco**

Transportation Programs & Fund Admin.

11. **Amendment to Budget Task 51407000— Measure I Valley E & D** Pg. 63

Approve Amendment to Budget Task 51307000 – Measure I Valley E & D increasing the budget authority by \$70,000 for a new total of \$6,839,571 as identified in the Financial Impact Section. **Victoria Baker**

12. **Amendment to Contract 06-012 with Arthur Bauer & Associates for conducting the Transportation Development Act (TDA) Triennial Performance Audits of the County Transportation Commission and Six Transit Operators/Claimants** Pg. 65

Approve Amendment No. 2 to Contract 06-012 with Arthur Bauer & Associates, extending the time of performance to June 15, 2007. **Victoria Baker**

13. **Local Transportation Fund (LTF) Revised Apportionments for Fiscal Years 2006/2007 and 2007/2008** Pg. 70

1. Approve the Revised LTF Apportionments for Fiscal Years 2006/2007 and 2007/2008 in the amounts of \$84,459,000 and \$81,590,000 respectively; and

2. Approve a Continuing Reservation of \$5,000,000 from the prior year Unrestricted Balance through Fiscal Years 2006/2007 and 2007/2008. **Victoria Baker**

14. **Memorandum of Understanding (MOU) among the Southern California Association of Governments, County Transportation Commissions and Municipal Transit Operators for the Federal Transit Administration (FTA) Large Urbanized Area Formula Grant Program** Pg. 74

Approve MOU, SANBAG Agreement C07229, among SCAG, the County Transportation Commissions and Municipal Transit Operators for the FTA large Urbanized Area Formula Grant Program. **Beth Kranda**

Comments from Committee Members

Public Comment

ADJOURNMENT

Additional Information

SCAG Committees

Pg. 88

Acronym List

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Complete packages of the SANBAG agenda are available for public review at the SANBAG offices. Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

Meeting Procedures

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at 1170 W. 3rd Street, 2nd Floor, San Bernardino at least 72 hours in advance of the meeting. Complete packages of this agenda are available for public review at the SANBAG offices and our website: www.sanbag.ca.gov. Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

Agenda Actions – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

Closed Session Agenda Items – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

Agenda Times – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

Public Comment – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.*

Disruptive Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 1

Date: May 9, 2007

Subject: Trade Corridor Investment Fund Portion of Proposition 1B

Recommendation:* Develop and Approve Principles for Project Selection for the Trade Corridor Investment Fund

Background: On May 18, 2007 the Inland Empire Legislative Caucus will be meeting in San Bernardino. They expect to hear from SANBAG and RCTC about the priorities for the region as they are involved with the enabling legislation for allocation of the Trade Corridor Investment Fund (TCIF).

Examples of possible principles to be further discussed are:

1. Fund allocation should reflect volume of freight transported by all modes.
2. Eligible projects should include those designed primarily to facilitate freight movement by truck, freight movement by rail and mitigation of freight movement impacts on the community.
3. Freight volumes that move through California to the rest of the nation, and freight that originates in or is destined for California, should be considered equally in prioritized projects.

*

Approved
San Bernardino Associated Governments

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

4. Projects should be prioritized in accordance with their potential to:

Reduce freight movement delay
Increase freight movement reliability
Reduce freight movement emission

5. Improvements that support creation of logistics jobs should be given preference over those that merely move freight through with no regional benefit.

6. SANBAG will work collaboratively with its regional partners to ensure that southern California receives a share of funding commensurate with its importance as a national freight gateway.

Financial Impact: This item imposes no impact on the SANBAG Fiscal Year 2006/2007 budget.

Reviewed By: This item will be reviewed by the Administrative Committee on May 9, 2007.

Responsible Staff: Tony Grasso

- San Bernardino County Transportation Commission • San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency • Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 7

COPY

Date:

May 17, 2006

Subject:

Memorandum of Agreement (MOA) No. 07-005 among the County Transportation Commissions (CTCs) to Collaboratively Develop the Southern California Goods Movement Strategy

Recommendation:*

Approve Memorandum of Agreement No. 07-005 among the CTCs (Attachment 1) for collaborative development of the regional freight movement strategy.

Background:

The burgeoning freight movement through Southern California poses significant infrastructure and environmental challenges, but also imposes a need for improved intercounty coordination and ultimately, an institutional arrangement for financing, delivery, and operation of new components of the regional transportation system. This MOA commits the CTCs to improved cooperation and coordination, and can also be seen as a first step toward consideration of institutional arrangements suited to undertake project management and financing, including partnerships with private entities, on a multicounty scale. This MOA does not establish new authority(ies) for sponsorship or delivery of transportation improvements beyond authorities already granted by state law, nor does it change current institutional structures. It does reflect growing recognition that new authority may be needed regarding the public-private partnerships that are viewed as keys to the success of several of the goods movement initiatives under consideration, and that a new institutional structure may be needed as well, particularly in regard to public agency interaction with private financial interests.

Approved Consent

Approved
Board of Directors

Date: June 7, 2006

Moved: Pomierski

Second: Yates

In Favor: 27

Opposed: 0

Abstained: 0

Witnessed:

Anna Aldana

Financial Impact: This item has no fiscal impact and is consistent with the approved Fiscal Year 2005-2006 Budget.

Reviewed By: The item was reviewed and unanimously recommended for approval by the Plans and Programs Policy Committee on May 17, 2006.

Responsible Staff: Ty Schuiling, Director of Planning and Programming

MEMORANDUM OF AGREEMENT

NO. 07-005

AMONG

COUNTY TRANSPORTATION COMMISSIONS TO COLLABORATIVELY DEVELOP THE SOUTHERN CALIFORNIA GOODS MOVEMENT STRATEGY

This Memorandum of Agreement No. 07-005 herein referred to as "MOA", is entered into as of _____, 2006 by and among the County Transportation Commissions ("CTCs") of Southern California, namely the Los Angeles County Metropolitan Transportation Authority ("MTA"), Orange County Transportation Authority (OCTA"), Riverside County Transportation Commission ("RCTC"), San Bernardino Associated Governments ("SANBAG"), and the Ventura County Transportation Commission ("VCTC"). Each of the agencies described above (as well as any agencies joining this MOA in the future) shall be collectively referred to herein as the "CTCs".

WHEREAS, the combined ports of Los Angeles and Long Beach are the largest gateway for containerized imports into the United States and the fifth largest port in the world; and the Port of Hueneme is among the nation's leaders in fresh produce and fruit exports and automobile imports; and

WHEREAS, Southern California serves as the principal conduit of goods between the United States and Asia at major cost to its transportation infrastructure, environmental quality and human health, and community livability; and

WHEREAS, goods movement within Southern California comprises an important regional economic opportunity if transportation, environmental health, and community impacts can be remedied; and

WHEREAS, the MTA, OCTA, RCTC, SANBAG, and VCTC have a common interest to address the transportation deficiencies, environmental challenges, and economic opportunities associated with goods movement in and through Southern California; and

WHEREAS, it is envisioned that many of the plans, policies, strategies, and projects to address the challenges and grasp the opportunities afforded by goods movement in Southern California will be multi-county in scope; and

WHEREAS, collaboration and cooperation among the CTCs to develop these goods movement plans, policies, strategies, and projects, and similar collaboration in the areas of public outreach and political advocacy is expected to yield the best results for Southern California as a whole.

NOW, THEREFORE, BE IT RESOLVED that:

1. A collaborative effort will be undertaken by the CTCs in order to formulate a cohesive goods movement plan and policies for Southern California, and in order to prioritize and phase the strategies, projects, and measures to address transportation, environmental, and

community issues associated with goods movement within and through Southern California.

2. Each CTC shall designate a lead staff for all communications and correspondence among the CTCs pursuant to this MOU.
3. Each CTC shall make a good faith effort to notify other CTCs regarding discussions or negotiations on regional goods movement issues with federal, state, private sector, or other CTC representatives.
4. The CTCs recognize the benefits of having defined regional points of contact, and will establish such as needed for various goods movement negotiations, initiatives, and decision-making.
5. The CTCs commit to have regular discussions regarding their efforts in regional goods movement as part of the quarterly Regional Transportation Agencies Coalition meetings, monthly meetings among the Executive Directors of the CTCs, and through the Multi-County Goods Movement Action Plan.
6. It is not the intent of this agreement to establish new authority(ies) for sponsorship or delivery of transportation improvements beyond authorities already granted by state law absent possible future agreements defining a regional goods movement formal structure, as described herein.
7. This MOA will take effect upon signing by all the CTCs, and may be amended only by written revision, signed by all the CTCs.
8. This agreement will remain in effect for a period of three years from the date of execution.
9. Other public agencies responsible for aspects of goods movement in Southern California may become signatories to this agreement by amendment to this agreement.
10. Any CTC may cease to be a party to this agreement by providing written notice of such termination to all other signatories

IN WITNESS WHEREOF, the parties have signed this MOA on the dates set forth below their signatures.

MTA

OCTA

RCTC

SANBAG

VCTC

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SENATE COMMITTEE ON TRANSPORTATION AND HOUSING

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MEMORANDUM

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TO: California Transportation Committee Trade Corridor Improvement Fund work group participants

FROM: Alan Lowenthal, Chair, Senate Transportation and Housing Committee

DATE: March 16, 2007

SUBJECT: Trade Corridor Improvement Fund (TCIF)

I appreciate being invited to participate in CTC's work group meetings to establish guidelines for the TCIF. While I cannot attend, I have asked Jennifer Gress on my staff to distribute this statement, which describes some general principles concerning my vision for the TCIF. I am authoring SB 9 to set conditions and criteria for the allocation of funds under this program and it is my hope that SB 9 and CTC's work to establish guidelines will work in tandem.

Before I discuss the TCIF, I want to underscore a statement I made during the California Transportation Foundation's luncheon on Wednesday. I am disappointed in how decisions were made regarding the selection of projects for the Corridor Mobility Improvement Account (CMIA). I am particularly troubled by CTC's resolution suggesting that money from the TCIF would be used to fund some of the projects originally recommended for CMIA funding. These two programs have different emphases and the projects for one program will not necessarily meet the objectives of the other.

My vision for TCIF is focused on reducing the emissions associated with containerized cargo moving from ports of entry to distribution centers in our state and beyond. Ideally, a project selected for TCIF funding would reduce emissions associated with goods movement in a region, but at a minimum, there should be no net increase of emissions as a result of the project.

Goods movement activity is responsible for approximately 30 percent of NOx emissions and 75% of diesel PM emissions statewide, contributing to 2400 premature deaths annually and a host of other health problems including cancer, respiratory illness, and heart disease.

(over please)

The ports and goods movement are a critical component of California's economy and trade is expected to grow dramatically in the next decade. We simply cannot grow unless we get a handle on the environmental and public health impacts of goods movement. Port regions are out of attainment and local communities will not allow infrastructure projects to go forward without some guarantee that their quality of life will improve.

What does reducing emissions mean when it comes to project selection? It means a focus on rail. It means new technology and, most importantly, it means making sure that we incorporate an emissions factor into the project selection criteria and that it is a substantial factor. It also means that for those needed projects that expand capacity and inevitably increase emissions, a sponsoring agency must develop a plan to mitigate those impacts and demonstrate that it has dedicated the funding to do so.

Part of our task is identifying the appropriate measures to achieve the goals of funding the most needed projects while also reducing emissions. As I move forward in incorporating this vision into SB 9, I hope you and the CTC will join me in developing a project selection process that makes sense and is implementable.

If you have any questions or would like to discuss TCIF, please do not hesitate to contact me or Jennifer Gress (jennifer.gress@sen.ca.gov) on my staff.

Project Name: Colton Crossing Rail Road Grade Separation

Project Type: Rail-to-rail Grade Separation

Project Description: Construct a railroad-to-railroad grade separation to replace the at-grade junction of the east-west Union Pacific Railroad (UP) Alhambra/Yuma Line tracks and the north-south Burlington Northern Santa Fe (BNSF)/UP San Bernardino Line tracks just south of I-10 in Colton, California.

Estimated Cost (\$2007): \$150 million

General Rail Information:

- 150 trains per day; many over a mile long.
- All MetroLink service from Riverside to San Bernardino
- Nearly all rail cargo moving east or northeast from the port area use the crossing.
- Nationally significant goods movement “choke point”
- High value cargo from the ports is expected to triple over the next 20 years.

Current Status:

- Project Study Report completed January of 1999.
- Supplemental Project Study Report completed December of 2005.
- Feasibility Study sponsored by UPRR and BNSF completed October of 2006.
- SANBAG is in negotiation with a consultant to perform PA/ED services.

Inclusion in Plans and Programs:

- Project is included in the RTIP.
- Project included in Regional Transportation Plan

Funding Status and sources (in addition to TCIF):

- PA/ED funded through ITIP, \$2.189M authorized through CTC vote (10/2006)
- Funding to pay for the PA/ED effort is about \$1.5M more than the available ITIP funds; SANBAG is working with CTC and Caltrans Rail to close the funding gap.
- Final design and construction funds have not been identified; railroad contributions are to be negotiated and should represent a majority share.

Other Notes:

- The proposed grade separation consists of raising the UPRR mainline tracks over the BNSF mainline, by means of new bridge structures that would go over the existing BNSF southwest quadrant Wye connection, over BNSF's double track mainline and over La Cadena Drive. The total project length is approximately 1.7 miles. The locally preferred alternative in the Project Study Report (PSR) and Supplemental Project Study Report (SPSR) consists of approximately 6,000 feet of retaining walls, additional trackage, and a small amount of right of way.

Project Name: High Desert Corridor, Phase 1

Project Type: Increased Truck Throughput/Reduced Truck Delay

Project Description: Between US Route 395 and Interstate 15, construct a new six-lane freeway to provide access to the Southern California Logistics Airport in the City of Victorville.

Estimated Cost (\$2007): \$600 million

Traffic and Truck Information:

- Current traffic served by a rural 2/4 lane arterial with 6,000-13,000 vehicles per day
- Traffic forecasts show 60,000-80,000 vehicles per day by 2035
- Traffic forecasts show 20-40% truck volumes on the facility
- Provides connection to Southern California Logistics Airport, which is planned to include a BNSF domestic container intermodal yard

Current Status

- PSR completed 1998
- RSTIS completed 2002
- Los Angeles MTA North County Combined Highway Corridors Study Completed 2004
- PA&ED underway, anticipated to be complete by late 2008

Inclusion in Plans and Programs

- Project included in RTIP and RTP
- Contributions to the project included in the Measure I 2010-2040 Expenditure Plan.
- I-15/HDC interchange listed in the Nexus Study
- Not included in state Goods Movement Action Plan

Funding Status and sources (in addition to TCIF):

- Measure I 2010-2040 Expenditure Plan:
 - Project listed under Victor Valley Major Local Highway Projects program. Expenditure Plan anticipates a contribution from Measure I, but the minimal contribution is intended to leverage additional state, federal and private funds
 - \$43.15 million in development mitigation identified for the I-15/HDC in the Nexus Study
- Project has received approximately \$19million in federal funds from TEA-21, SAFETEA-LU and various appropriations bills.
- Project is STIP eligible
- Project is candidate for Public-Private Partnership

Other Notes

- Specific level of contribution from Measure I 2010-2040 is undefined. The Expenditure Plan anticipates contributions to a number of Victor Valley Major Projects that in total far exceed the anticipated funding of the program.
- Victor Valley Area Transportation Study is currently working to provide a financial strategy to enable the delivery of a transportation system for the Victor Valley that will accommodate proposed growth. Results of the financial plan are anticipated by July 2007.

Project Name: State Route 58 Realignment and Widening Project

Project Type: Increased Truck Throughput/Reduced Truck Delay

Project Description: Between Hinkley and Barstow, improve State Route 58 from a two-lane conventional highway to a four-lane divided expressway.

Estimated Cost (\$2007): \$112,988,000

Traffic and Truck Information:

- Approx. 4,000 5+ axle trucks per day on this portion of SR58
- Approx. 4,500 trucks per day total
- Approx. 12,000 vehicles per day
- Truck traffic represents approximately 39% of ADT
- Project acts as the westerly extension of Interstate 40, providing an important connection to SR-99 and Interstate 5 in the Central Valley.

Current Status:

- Project Approval and Environmental Document expected to be complete in 2010

Inclusion in Plans and Programs:

- Project is included in the Regional Transportation Program for PA&ED
- Project is included in the Regional Transportation Plan
- Project is not included in the Measure I 2010-2040
- Project is not included in the State Goods Movement Action Plan

Funding Status and Sources:

- Measure I 2010-2040 Expenditure Plan North Desert (Total Major Projects program is approx \$30M based on \$8B total MI revenue)
- STIP (IIP, named as high priority route in state Interregional Transp. Strategic Plan)

Other Notes:

- Freight movement connection critical to the state and supported by the City of Barstow, Caltrans, SANBAG, and Kern County, but not successful to date in obtaining construction funding through the CTC, in part because of its high cost. Project is not a candidate for SLPP funds.

Project Name: I-15/I-215 Interchange (Devore Interchange) Reconstruction

Project Type: Increased Truck Throughput/Reduced Truck Delay

Project Description: Complete reconstruction of the freeway-to-freeway interchange to eliminate lane drops on I-15. Truck delay may be further reduced by the addition of truck bypass lanes.

Estimated Cost (\$2007): \$200 million

Traffic and Truck Information:

- Over 13,000 5+ axle trucks per day on this portion of I-15
- 21,000 trucks per day total
- 140,000 vehicles per day south of I-215
- 160,000 vehicles per day north of I-215
- Annual growth on I-15 S. of interchange of over 5% per year
- Most critical bottleneck on I-15 in San Bernardino County
- Northbound PM traffic queues extend southerly to Sierra Ave. on most weekdays (over three miles) for several hours. Friday PM delays much longer.
- Traffic forecasts show 200,000 vehicles per day by 2030
- Key goods movement gateway to Southern California

Current Status:

- Project Report and Environmental Document being initiated in Spring, 2007

Inclusion in Plans and Programs:

- PA/ED included in the RTIP
- Reconstruction included in Regional Transportation Plan
- Included in Measure I 2010-2040 Expenditure Plan as part of the Cajon Pass Program
- Not included in the state GMAP

Funding Status and sources (in addition to TCIF):

- Measure I 2010-2040 Expenditure Plan \$53M based on \$8B total MI revenue
- STIP
- State-Local Partnership (SLPP, perhaps \$60M total to SBCo.)
- Possible participation from Nevada interests

Other Notes:

- Committed funding represents about 30% of total cost. Project is also a candidate for SLPP funds. This project is identified as the highest priority need in the short term in SANBAG's approved *I-15 Comprehensive Corridor Study* – a Major Investment Study (MIS) prepared for Southern California Association of Governments (SCAG) and Caltrans District 8.

Project Name: Interstate-10 Auxiliary Lanes and Interchange Improvements

Project Type: Increased Truck Throughput/Reduced Truck Delay

Project Description: Between I-15 and I-215, add auxiliary lanes to reduce weaving conflicts and reconstruct deficient freeway interchanges that provide principal truck access from I-10 to adjacent major logistics warehousing districts.

Estimated Cost (\$2007): \$600 million

Traffic and Truck Information:

- 13,000 to 15,000 5+ axle trucks per day on this portion of I-10
- 20,000 to 24,000 trucks per day total
- 204,000 to 237,000 vehicles per day
- Currently, most congested freeway segment in San Bernardino county
- Daily bi-directional queues
- Traffic forecasts show 240,000 to 270,000 vehicles per day by 2030 (from the PSR)
- Principal truck route out of LA Basin to AZ, TX, and the Gulf Coast.

Current Status:

- Project Study Report completed 2006, interchanges in various stages of project development

Inclusion in Plans and Programs:

- Auxiliary lanes and interchanges programmed in the RTIP
- Project included in Regional Transportation Plan
- Both I-10 widening and interchange projects included in Measure I 2010-2040 Expenditure Plan
- Not included in the state GMAP

Funding Status and sources (in addition to TCIF):

- Measure I 2010-2040 Expenditure Plan:
 - For freeway mainline, \$810M based on \$8B total MI revenue (includes I-10 east of I-215)
 - Sample interchanges: Citrus and Cherry, approx. \$50M each total (\$30-35M MI, \$15-20M fair share), all IC's included
 - All interchanges included in Nexus Study
- STIP
- State-Local Partnership (SLPP, perhaps \$60M total to SBCo)

Other Notes:

- Project will be fully funded by Measure I 2010-2040 Freeway and Interchange programs, STIP, federal earmarks, and possible SLPP.

BILL NUMBER: SB 9
BILL TEXT

AMENDED

AMENDED IN SENATE APRIL 10, 2007

INTRODUCED BY Senator Lowenthal

DECEMBER 4, 2006

~~An act relating to transportation, and declaring the~~
~~urgency thereof, to take effect immediately. An act to~~
amend Section 8879.23 of the Government Code, relating to
transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 9, as amended, Lowenthal. Trade corridor improvement:
transportation project selection.

Existing law, the Highway Safety, Traffic Reduction, Air Quality,
and Port Security Bond Act of 2006, authorizes the issuance of
\$19,925,000,000 of state general obligation bonds for specified
purposes, including high-priority transportation corridor
improvements.

The act requires the sum of \$2,000,000,000 to be transferred to
the Trade Corridors Improvement Fund, which is established under the
act. The money in the fund is required to be available, upon
appropriation in the annual Budget Act by the Legislature, and
subject to such conditions and criteria as the Legislature may
provide by statute, for allocation by the California Transportation
Commission for infrastructure improvements along federally designated
"Trade Corridors of National Significance" in this state or along
other corridors within this state that have a high volume of freight
movement, as determined by the commission.

~~This bill would set forth the intent of the Legislature to enact~~
~~legislation that establishes a process for the selection of~~
~~transportation projects to be funded from the Trade Corridors~~
~~Improvement Fund.~~

~~The bill would declare that it is to take effect immediately as an~~
~~urgency statute.~~

This bill would require projects proposed for funding from the
Trade Corridors Improvement Fund to be included in an approved
regional transportation plan. The bill would require the commission
to allocate funds for trade infrastructure improvements in a manner
that places emphasis on projects that demonstrate regional support
and cooperation by multiple agencies and jurisdictions. The bill
would require the commission, when allocating these funds, to
consider specified emissions associated with the construction and
operation of the project and the project's potential to reduce
emissions associated with trade activity, as specified. The bill
would require local agencies applying for these funds to include a
plan to mitigate emissions associated with their projects to be
funded, as specified. The bill would require that projects receiving
funds be fully funded and ready for construction and that the funds
be used only for construction costs. The bill would require
\$50,000,000 of the moneys to be allocated from the Trade Corridors
Improvement Fund to be available for infrastructure projects that
demonstrate the potential to support the movement of freight in a

manner that produces zero emissions.

Vote: 2/3 majority . Appropriation:
no. Fiscal committee: no yes
State-mandated local program: no.

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 8879.23 of the
Government Code is amended to read:

8879.23. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 is hereby created in the State Treasury. The Legislature intends that the proceeds of bonds deposited in the fund shall be used to fund the mobility, safety, and air quality improvements described in this article over the course of the next decade. The proceeds of bonds issued and sold pursuant to this chapter for the purposes specified in this chapter shall be allocated in the following manner:

(a) (1) Four billion five hundred million dollars (\$4,500,000,000) shall be deposited in the Corridor Mobility Improvement Account, which is hereby created in the fund. Funds in the account shall be available to the California Transportation Commission, upon appropriation in the annual Budget Bill by the Legislature, for allocation for performance improvements on highly congested travel corridors in California. Funds in the account shall be used for performance improvements on the state highway system, or major access routes to the state highway system on the local road system that relieve congestion by expanding capacity, enhancing operations, or otherwise improving travel times within these high-congestion travel corridors, as identified by the department and regional or local transportation agencies, pursuant to the process in paragraph (3) or (4), as applicable.

(2) The commission shall develop and adopt guidelines, by December 1, 2006, including regional programming targets, for the program funded by this subdivision, and shall allocate funds from the account to projects after reviewing project nominations submitted by the Department of Transportation and by regional transportation planning agencies or county transportation commissions or authorities pursuant to paragraph (4).

(3) Subject to the guidelines adopted pursuant to paragraph (2), the department shall nominate, by no later than January 15, 2007, projects for the allocation of funds from the account on a statewide basis. The department's nominations shall be geographically balanced and shall reflect the department's assessment of a program that best meets the policy objectives described in paragraph (1).

(4) Subject to the guidelines adopted pursuant to paragraph (2), a regional transportation planning agency or county transportation commission or authority responsible for preparing a regional transportation improvement plan under Section 14527 may nominate projects identified pursuant to paragraph (1) that best meet the policy objectives described in that paragraph for funding from the account. Projects nominated pursuant to this paragraph shall be submitted to the commission for consideration for funding by no later than January 15, 2007.

(5) All nominations to the California Transportation Commission shall be accompanied by documentation regarding the quantitative and qualitative measures validating each project's consistency with the policy objectives described in paragraph (1). All projects nominated to the commission for funds from this account shall be included in a regional transportation plan.

(6) After review of the project nominations, and supporting documentation, the commission, by no later than March 1, 2007, shall adopt an initial program of projects to be funded from the account. This program may be updated every two years in conjunction with the biennial process for adoption of the state transportation improvement program pursuant to guidelines adopted by the commission. The inclusion of a project in the program shall be based on a demonstration that the project meets all of the following criteria:

(A) Is a high-priority project in the corridor as demonstrated by either of the following: (i) its inclusion in the list of nominated projects by both the department pursuant to paragraph (3) and the regional transportation planning agency or county transportation commission or authority, pursuant to paragraph (4); or (ii) if needed to fully fund the project, the identification and commitment of supplemental funding to the project from other state, local, or federal funds.

(B) Can commence construction or implementation no later than December 31, 2012.

(C) Improves mobility in a high-congestion corridor by improving travel times or reducing the number of daily vehicle hours of delay, improves the connectivity of the state highway system between rural, suburban, and urban areas, or improves the operation or safety of a highway or road segment.

(D) Improves access to jobs, housing, markets, and commerce.

(7) Where competing projects offer similar mobility improvements to a specific corridor, the commission shall consider additional benefits when determining which project shall be included in the program for funding. These benefits shall include, but are not limited to, the following:

(A) A finding that the project provides quantifiable air quality benefits.

(B) A finding that the project substantially increases the safety for travelers in the corridor.

(8) In adopting a program for funding pursuant to this subdivision, the commission shall make a finding that the program is (i) geographically balanced, consistent with the geographic split for funding described in Section 188 of the Streets and Highways Code; (ii) provides mobility improvements in highly traveled or highly congested corridors in all regions of California; and (iii) targets bond proceeds in a manner that provides the increment of funding necessary, when combined with other state, local or federal funds, to provide the mobility benefit in the earliest possible timeframe.

(9) The commission shall include in its annual report to the Legislature, required by Section 14535, a summary of its activities related to the administration of this program. The summary should, at a minimum, include a description and the location of the projects contained in the program, the amount of funds allocated to each project, the status of each project, and a description of the mobility improvements the program is achieving.

(b) One billion dollars (\$1,000,000,000) shall be made available, upon appropriation in the annual Budget Bill by the Legislature, to the department for improvements to State Route 99. Funds may be used for safety, operational enhancements, rehabilitation, or capacity improvements necessary to improve the State Route 99 corridor traversing approximately 400 miles of the central valley of this state.

(c) Three billion one hundred million dollars (\$3,100,000,000) shall be deposited in the California Ports Infrastructure, Security, and Air Quality Improvement Account, which is hereby created in the fund. The money in the account shall be available, upon appropriation

y the Legislature and subject to such conditions and criteria as the Legislature may provide by statute, as follows:

(1) (A) Two billion dollars (\$2,000,000,000) shall be transferred to the Trade Corridors Improvement Fund, which is hereby created. The money in this fund shall be available, upon appropriation in the annual Budget Bill by the Legislature and subject to such conditions and criteria as the Legislature may provide by statute, for allocation by the California Transportation Commission for infrastructure improvements along federally-designated "Trade Corridors of National Significance" in this state or along other corridors within this state that have a high volume of freight movement, as determined by the commission. In determining projects eligible for funding, the commission shall consult the trade infrastructure and goods movement plan submitted to the commission by the Secretary of Business, Transportation and Housing and the Secretary for Environmental Protection. No moneys shall be allocated from this fund until the report is submitted to the commission for its consideration, provided the report is submitted no later than January 1, 2007. The commission shall also consult trade infrastructure and goods movement plans adopted by regional transportation planning agencies, adopted regional transportation plans required by state and federal law, and the statewide port master plan prepared by the California Marine and Intermodal Transportation System Advisory Council (Cal-MITSAC) pursuant to Section 1760 of the Harbors and Navigation Code, when determining eligible projects for funding. Projects proposed for funding must be included in an approved regional transportation plan. Eligible projects for these funds include, but are not limited to, all of the following:

(i) Highway capacity improvements and operational improvements to more efficiently accommodate the movement of freight, particularly for ingress and egress to and from the state's seaports, including navigable inland waterways used to transport freight between seaports, land ports of entry, and airports, and to relieve traffic congestion along major trade or goods movement corridors.

(ii) Freight rail system improvements to enhance the ability to move goods from seaports, land ports of entry, and airports to warehousing and distribution centers throughout California, including projects that separate rail lines from highway or local road traffic, improve freight rail mobility through mountainous regions, relocate rail switching yards, and other projects that improve the efficiency and capacity of the rail freight system.

(iii) Projects to enhance the capacity and efficiency of ports.

(iv) Truck corridor improvements, including dedicated truck facilities or truck toll facilities.

(v) Border access improvements that enhance goods movement between California and Mexico and that maximize the state's ability to access coordinated border infrastructure funds made available to the state by federal law.

(vi) Surface transportation improvements to facilitate the movement of goods to and from the state's airports.

(B) The commission shall allocate funds for trade infrastructure improvements from the account in a manner that (i) addresses the state's most urgent needs, (ii) balances the demands of various ports (between large and small ports, as well as between seaports, airports, and land ports of entry), (iii) provides reasonable geographic balance between the state's regions, ~~and~~

(iv) places emphasis on projects that demonstrate regional support and cooperation by multiple agencies and jurisdictions, and (v) prioritizes projects that improve trade.

erridor mobility while reducing emissions of diesel particulate and other pollutant emissions. In addition, the commission shall also consider the following factors when allocating these funds:

(i) Emissions of diesel particulate, sulfur oxides, oxides of nitrogen, and carbon dioxide associated with the construction and operation of a proposed project. Emissions shall be estimated using methods approved by the State Air Resources Board.

~~(i)~~
(ii) "Velocity," which means the speed by which large cargo would travel from the port through the distribution system.

~~(ii)~~
(iii) "Throughput," which means the volume of cargo that would move from the port through the distribution system.

~~(iii)~~
(iv) "Reliability," which means a reasonably consistent and predictable amount of time for cargo to travel from one point to another on any given day or at any given time in California.

~~(iv)~~
(v) "Congestion reduction," which means the reduction in recurrent daily hours of delay to be achieved.

(C) Projects funded under this paragraph shall be selected in part for their potential to reduce the emissions associated with trade activity that occurs in the region or that produce no net increase in emissions on a regional level. Emissions associated with the construction and operation of a project shall be the responsibility of the agency or agencies proposing the project. Agencies applying for funds under this paragraph shall submit with their proposals for funding a plan to mitigate the emissions associated with the project. Mitigation projects may include, but are not limited to, a program whereby heavy-duty diesel trucks and construction equipment are retrofitted or replaced with the best available control technology, the replacement or retrofit of locomotive engines, or the use of ultra-low sulfur diesel fuel. Mitigation plans shall be developed in coordination with the air district in whose jurisdiction the project is situated. Instead of developing a mitigation plan, agencies applying for funds may pay a fee to the local air district to develop a plan and mitigate the emissions associated with the project on its behalf. The fee shall be determined by the local air district and may not exceed the actual costs to mitigate the emissions associated with the construction and operation of the project plus up to 3 percent for administration of the program.

(D) An agency applying for funds under this paragraph shall also submit with its application for funding an evaluation plan to assess the extent to which the performance standards enumerated in subparagraph (B) and on which funding for the project is based are being achieved. The evaluation plan shall provide for periodic monitoring of the project over a 20-year period of time.

~~(C)~~
(E) The commission shall allocate funds made available by this paragraph to projects that have identified and committed supplemental funding from appropriate local, federal or private sources ~~The commission shall determine the appropriate amount of supplemental funding each project should have to be eligible for money from this fund based on a project-by-project review and an assessment of the project's benefit to the state and the program~~, including fees charged

for the movement of cargo in containers . Except for border access improvements described in clause (v) of subparagraph (A), improvements funded with moneys from this fund shall have supplemental funding that is at least equal to the amount of the contribution from the fund. The commission may give priority for funding to projects with higher levels of committed supplemental funding.

(F) The commission shall only fund those projects that, with funds made available by this paragraph, would be fully funded and ready for construction. Funding provided under this paragraph may only be used for the costs of construction.

(G) Of the funds made available under this paragraph, fifty million dollars (\$50,000,000) shall be available for infrastructure projects that demonstrate the potential to support the movement of freight in a manner that produces zero emissions. Examples of eligible projects include, but are not limited to, magnetic levitation and the electrification of rail.

(D)

(H) The commission shall include in its annual report to the Legislature, required by Section 14535, a summary of its activities related to the administration of this program. The summary should, at a minimum, include a description and the location of the projects contained in the program, the amount of funds allocated to each project, the status of each project, and a description of the mobility and air quality improvements the program is achieving.

(2) One billion dollars (\$1,000,000,000) shall be made available, upon appropriation by the Legislature and subject to such conditions and criteria contained in a statute enacted by the Legislature, to the State Air Resources Board for emission reductions, not otherwise required by law or regulation, from activities related to the movement of freight along California's trade corridors. Funds made available by this paragraph are intended to supplement existing funds used to finance strategies and public benefit projects that reduce emissions and improve air quality in trade corridors commencing at the state's airports, seaports, and land ports of entry.

(3) One hundred million dollars (\$100,000,000) shall be available, upon appropriation by the Legislature, to the Office of Emergency Services to be allocated, as grants, for port, harbor, and ferry terminal security improvements. Eligible applicants shall be publicly owned ports, harbors, and ferryboat and ferry terminal operators, which may submit applications for projects that include, but are not limited to, the following:

(A) Video surveillance equipment.

(B) Explosives detection technology, including, but not limited to, X-ray devices.

(C) Cargo scanners.

(D) Radiation monitors.

(E) Thermal protective equipment.

(F) Site identification instruments capable of providing a fingerprint for a broad inventory of chemical agents.

(G) Other devices capable of detecting weapons of mass destruction using chemical, biological, or other similar substances.

(H) Other security equipment to assist in any of the following:

(i) Screening of incoming vessels, trucks, and incoming or outbound cargo.

(ii) Monitoring the physical perimeters of harbors, ports, and ferry terminals.

(iii) Providing or augmenting onsite emergency response capability.

(I) Overweight cargo detection equipment, including, but not limited to, intermodal crane scales and truck weight scales.

(J) Developing disaster preparedness or emergency response plans.

The Office of Emergency Services shall report to the Legislature on March 1 of each year on the manner in which the funds available pursuant to this paragraph were expended for that fiscal year.

(d) Two hundred million dollars (\$200,000,000) shall be available, upon appropriation by the Legislature, for schoolbus retrofit and replacement to reduce air pollution and to reduce children's exposure to diesel exhaust.

(e) Two billion dollars (\$2,000,000,000) shall be available for projects in the state transportation improvement program, to augment funds otherwise available for this purpose from other sources. The funds provided by this subdivision shall be deposited in the Transportation Facilities Account which is hereby created in the fund, and shall be available, upon appropriation by the Legislature, to the Department of Transportation, as allocated by the California Transportation Commission in the same manner as funds allocated for those projects under existing law.

(f) (1) Four billion dollars (\$4,000,000,000) shall be deposited in the Public Transportation Modernization, Improvement, and Service Enhancement Account, which is hereby created in the fund. Funds in the account shall be made available, upon appropriation by the Legislature, to the Department of Transportation for intercity rail projects and to commuter or urban rail operators, bus operators, waterborne transit operators, and other transit operators in California for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, or for rolling stock procurement, rehabilitation, or replacement.

(2) Of the funds made available in paragraph (1), four hundred million dollars (\$400,000,000) shall be available, upon appropriation by the Legislature, to the department for intercity rail improvements, of which one hundred twenty-five million dollars (\$125,000,000) shall be used for the procurement of additional intercity railcars and locomotives.

(3) Of the funds remaining after the allocations in paragraph (2), 50 percent shall be distributed to the Controller, for allocation to eligible agencies using the formula in Section 99314 of the Public Utilities Code, and 50 percent shall be distributed to the Controller, for allocation to eligible agencies using the formula in Section 99313 of the Public Utilities Code, subject to the provisions governing funds allocated under those sections.

(g) One billion dollars (\$1,000,000,000) shall be deposited in the State-Local Partnership Program Account, which is hereby created in the fund. The funds shall be available, upon appropriation by the Legislature and subject to such conditions and criteria as the Legislature may provide by statute, for allocation by the California Transportation Commission over a five-year period to eligible transportation projects nominated by an applicant transportation agency. A dollar for dollar match of local funds shall be required for an applicant transportation agency to receive state funds under this program.

(h) One billion dollars (\$1,000,000,000) shall be deposited in the Transit System Safety, Security, and Disaster Response Account, which is hereby created in the fund. Funds in the account shall be made available, upon appropriation by the Legislature and subject to such conditions and criteria as the Legislature may provide by statute, for capital projects that provide increased protection against a security and safety threat, and for capital expenditures to

increase the capacity of transit operators, including waterborne transit operators, to develop disaster response transportation systems that can move people, goods, and emergency personnel and equipment in the aftermath of a disaster impairing the mobility of goods, people, and equipment.

(i) One hundred twenty-five million dollars (\$125,000,000) shall be deposited in the Local Bridge Seismic Retrofit Account, which is hereby created in the fund. The funds in the account shall be used, upon appropriation by the Legislature, to provide the 11.5 percent required match for federal Highway Bridge Replacement and Repair funds available to the state for seismic work on local bridges, ramps, and overpasses, as identified by the Department of Transportation.

(j) (1) Two hundred fifty million dollars (\$250,000,000) shall be deposited in the Highway-Railroad Crossing Safety Account, which is hereby created in the fund. Funds in the account shall be available, upon appropriation by the Legislature, to the Department of Transportation for the completion of high-priority grade separation and railroad crossing safety improvements. Funds in the account shall be made available for allocation pursuant to the process established in Chapter 10 (commencing with Section 2450) of Division 3 of the Streets and Highways Code, except that a dollar for dollar match of nonstate funds shall be provided for each project, and the limitation on maximum project cost in subdivision (g) of Section 2454 of the Streets and Highways Code shall not be applicable to projects funded with these funds.

(2) Notwithstanding the funding allocation process described in paragraph (1), in consultation with the department and the Public Utilities Commission, the California Transportation Commission shall allocate one hundred million dollars (\$100,000,000) of the funds in the account to high-priority railroad crossing improvements, including grade separation projects, that are not part of the process established in Chapter 10 (commencing with Section 2450) of Division 3 of the Streets and Highways Code. The allocation of funds under this paragraph shall be made in consultation and coordination with the High-Speed Rail Authority created pursuant to Division 19.5 (commencing with Section 185000) of the Public Utilities Code.

(k) (1) Seven hundred fifty million dollars (\$750,000,000) shall be deposited in the Highway Safety, Rehabilitation, and Preservation Account, which is hereby created in the fund. Funds in the account shall be available, upon appropriation by the Legislature, to the Department of Transportation, as allocated by the California Transportation Commission, for the purposes of the state highway operation and protection program as described in Section 14526.5.

(2) The department shall develop a program for distribution of two hundred and fifty million dollars (\$250,000,000) from the funds identified in paragraph (1) to fund traffic light synchronization projects or other technology-based improvements to improve safety, operations and the effective capacity of local streets and roads.

(l) (1) Two billion dollars (\$2,000,000,000) shall be deposited in the Local Streets and Road Improvement, Congestion Relief, and Traffic Safety Account of 2006, which is hereby created in the fund. The proceeds of bonds deposited into that account shall be available, upon appropriation by the Legislature, for the purposes specified in this subdivision to the Controller for administration and allocation in the fiscal year in which the bonds are issued and sold, including any interest or other return earned on the investment of those moneys, in the following manner:

(A) Fifty percent to the counties, including a city and county, in accordance with the following formulas:

(i) Seventy-five percent of the funds payable under this subparagraph shall be apportioned among the counties in the proportion that the number of fee-paid and exempt vehicles that are registered in the county bears to the number of fee-paid and exempt vehicles registered in the state.

(ii) Twenty-five percent of the funds payable under this subparagraph shall be apportioned among the counties in the proportion that the number of miles of maintained county roads in each county bears to the total number of miles of maintained county roads in the state. For the purposes of apportioning funds under this clause, any roads within the boundaries of a city and county that are not state highways shall be deemed to be county roads.

(B) Fifty percent to the cities, including a city and county, apportioned among the cities in the proportion that the total population of the city bears to the total population of all the cities in the state, provided, however, that the Controller shall allocate a minimum of four hundred thousand dollars (\$400,000) to each city, pursuant to this subparagraph.

(2) Funds received under this subdivision shall be deposited as follows in order to avoid the commingling of those funds with other local funds:

(A) In the case of a city, into the city account that is designated for the receipt of state funds allocated for local streets and roads.

(B) In the case of an eligible county, into the county road fund.

(C) In the case of a city and county, into a local account that is designated for the receipt of state funds allocated for local streets and roads.

(3) For the purpose of allocating funds under this subdivision to cities and a city and county, the Controller shall use the most recent population estimates prepared by the Demographic Research Unit of the Department of Finance. For a city that incorporated after January 1, 1998, that does not appear on the most recent population estimates prepared by the Demographic Research Unit, the Controller shall use the population determined for that city under Section 11005.3 of the Revenue and Taxation Code.

(4) Funds apportioned to a city, county, or city and county under this subdivision shall be used for improvements to transportation facilities that will assist in reducing local traffic congestion and further deterioration, improving traffic flows, or increasing traffic safety that may include, but not be limited to, street and highway pavement maintenance, rehabilitation, installation, construction and reconstruction of necessary associated facilities such as drainage and traffic control devices, or the maintenance, rehabilitation, installation, construction and reconstruction of facilities that expand ridership on transit systems, safety projects to reduce fatalities, or as a local match to obtain state or federal transportation funds for similar purposes.

(5) At the conclusion of each fiscal year during which a city or county expends the funds it has received under this subdivision, the Controller may verify the city's or county's compliance with paragraph (4). Any city or county that has not complied with paragraph (4) shall reimburse the state for the funds it received during that fiscal year. Any funds withheld or returned as a result of a failure to comply with paragraph (4) shall be reallocated to the other counties and cities whose expenditures are in compliance.

~~SECTION 1. It is the intent of the Legislature to enact legislation that establishes a process for the selection of transportation projects to be funded from the Trade Corridors~~

~~Improvement Fund established under paragraph (1) of subdivision (a) of Section 3979.23 of the Government Code.~~

~~SEC. 2. This act is an urgency statute necessary for the immediate preservation of the public peace, health, or safety within the meaning of Article IV of the Constitution and shall go into immediate effect. The facts constituting the necessity are:~~

~~In order to provide at the earliest possible time a process for the selection of trade corridor improvement transportation projects to be funded under the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, it is necessary that this act take effect immediately.~~

Criteria for Selection of Infrastructure Projects and Operational Improvements from the California Goods Movement Action Plan

Of all the areas, criteria for goods movement infrastructure and operation improvements are the most specific. This results because the logistics industry has long used three key measures to determine the state of a goods movement system: velocity, throughput, and reliability. These items are described below along with other criteria that should be considered. No single project will meet all the criteria, but those listed provide a means to evaluate a candidate project's value.

Improves Velocity

In an era of Just in Time (JIT) logistics, the speed at which goods are able to move across the system and arrive on the shelf is crucial. As a criterion for infrastructure improvements, *velocity* refers to this speed of goods delivery. As this plan will demonstrate, there are several means by which velocity in the goods movement system can be increased. Any prospective project should be evaluated on its ability to increase velocity.

Increases Throughput

Throughput is an indication of the volume of goods handled by the system. When considering California's seaports, throughput is considered in terms of the number of TEU passing through the port per year. One way to express throughput at sea ports is in terms of *throughput density*. *Throughput density* is the annual throughput divided by the size of the terminal. Increasing throughput density can increase throughput without physically expanding the size of the port itself. Throughput density is affected in general terms by the following three parameters: *Static Storage Capacity*, *Container Dwell Time* and *Net/Gross Area Ratio*. *Static storage capacity* is the number of containers, expressed in TEU that can be physically housed at the port at any given time. Expanding this capacity would contribute to an overall increase in throughput density. *Container dwell time* is the period of time that a container will remain in the port. Actions which shorten this time period would contribute to an overall increase in throughput density. Finally, the *Net/Gross Area Ratio* is the percentage of space at the port that is actually available for storage. "Some terminals have features like on-dock rail yards, break-bulk or RO/RO (roll-on, roll-off) handling, container freight stations (CFS) or other structures that effectively reduce the net/gross ratio." Actions that maximize net space available for cargo storage will increase the *Net/Gross Area Ratio*, thereby improving overall throughput at the port. Throughput should be considered on an integrated system-wide basis. Throughput as a criterion is relevant also to land entry points (border crossings) and in each of the four goods movement corridors.

Improves Reliability

The reliability of the goods movement system is another important piece of criterion. A proposed action should be evaluated in terms of its potential for increasing reliability. In other words, the project should be judged on its potential to decrease variance. To the logistics industry, the consistency of transportation times is just as valuable as the dimensions of velocity or throughput. Reliability considers all modes of the goods movement industry. Unreliable infrastructure in one segment of the goods movement system will cause bottlenecks and adversely affects other links in the chain. System reliability is directly related to velocity and throughput capacity. Intuitively, increased reliability yields more stability in velocity and throughput.

Velocity, throughput, and reliability are generic criteria. Since each terminal is acting on their own business model, there is a limited extent to which these criteria can be applied. Several operational variables such as transshipping or the choice of container stacking versus wheeled storage can impact velocity, throughput, and reliability. What fits for one terminal may not be a fit for the entire port. Furthermore, as goods leave the ports, they are subject to the limitations at other points in the system.

Reduces Congestion

Determining to what extent a project will reduce congestion for both goods movement and non-goods movement (i.e., commuter) traffic is another criterion for project evaluation. As a static system is burdened with an increasing volume of container flow, the natural consequence is increased congestion. General mobility is impacted by the goods movement industry. Increased truck traffic on streets and highways, as well as increased rail trips through non-grade crossings, are directly related to decreased mobility and increased congestion. Projects that reduce congestion not only improve velocity, throughput, and reliability, they improve Californians' quality of life. Reduced congestion can also positively affect public health and the environment. Stop and go traffic generates more emissions than free flowing traffic and vehicles tend to release more emissions at extremely low speeds or when rapidly accelerating.

Reduces Impact on the Community

Among the range of infrastructure projects, some provide relief of previous community impacts because of reconfigurations of land use or other inherent design elements. Projects such as grade separations reduce noise as trains do not have to sound horns at grade crossings.

Increases Connectivity

Projects should be evaluated as to their potential to increase connectivity across the goods movement system. As goods move from one mode to another (intermodal) there will be variations in velocity and throughput. Better connectivity lends itself to increased reliability, velocity, and throughput systemwide.

Considers Innovative Technology

The extent to which projects consider innovative technologies can be a criterion for evaluation. Technology is constantly evolving and projects should be evaluated on the extent to which they consider such innovation. Projects should be long-lasting improvements and should consider the most promising and the most feasible technological advances.

Improves Energy Efficiency

Projects should be evaluated as to their effect on the aggregate energy/fuel consumption across a transportation network. Infrastructure projects that reduce congestion and minimize fluctuations in velocity would impact the energy efficiency of freight movement and non-freight traffic, thus achieving a wider spectrum of energy efficiency.

Leverages Federal, Local or Private Funding

The extent to which a proposed project has identified and committed supplemental non-State funds should be considered in the selection process. Those projects which demonstrate a higher level of federal, local, or private supplemental funding should be given emphasis.

ALAMEDA CORRIDOR-EAST TRADE CORRIDOR PLAN

San Bernardino County Improvement Plan

Total costs include 1.5x escalation over costs in 2001 plan

Project Description	Total Project Cost In \$ Million	SCHEDULE							
		Prelim. Design/ Environmental		Final Design		Right-of-Way		Construction	
		Time Frame	Est. Cost	Time Frame	Est. Cost	Time Frame	Est. Cost	Time Frame	Est. Cost
PHASE 1 PROJECTS									
Grove Avenue on the Alhambra Line	\$ 2.5	Complete	-	Complete	-	Complete	-	Complete	-
Grove Avenue on the Los Angeles Line	\$ 12.0	Complete	-	Complete	-	Complete	-	Complete	-
Ramona Avenue on the Alhambra and Los Angeles Lines	\$ 15.9	Complete	0.17	Complete	0.80	Complete	3.27	FY07	11.63
Monte Vista Avenue on the Alhambra and Los Angeles Lines	\$ 28.9	Complete	0.40	Complete	1.15	FY07	7.64	FY09	19.91
State/University on the Cajon Line	\$ 27.5	Complete	0.24	FY08	1.42	FY07	4.10	FY08	21.69
Hunts Lane on the Yuma Line	\$ 26.4	FY07	0.45	FY07	1.40	FY08	5.00	FY09	19.55
Milliken Avenue on the Alhambra Line*	\$ 55.0	Complete	0.57	FY07	4.43	FY08	0.25	FY09	49.74
* Full funding of Milliken is dependent on OA level									
Phase 1 Total	\$ 113.1								
PHASE 2 PROJECTS									
Alhambra and Los Angeles Lines Combined (UP)									
Central Ave.	\$ 4.6	FY12	0.06	FY13	0.58	FY13	0.61	FY14	3.39
San Antonio Avenue	\$ 31.8	FY11	0.48	FY12	3.98	FY12	4.14	FY13	23.24
Sultana Avenue	\$ 25.3	FY13	0.38	FY14	3.16	FY14	3.29	FY15	18.45
Campus Avenue	\$ 31.7	FY08	0.48	FY09	3.96	FY10	4.12	FY11	23.13
Alhambra Line (UP)									
Vineyard Avenue	\$ 29.8	FY08	0.45	FY09	3.72	FY10	3.37	FY11	21.72
Mt. Vernon Avenue	\$ 5.9	FY12	0.09	FY13	0.74	FY13	0.77	FY14	4.32
Los Angeles Line (UP)									
Vine Avenue	\$ 25.4	FY13	0.38	FY14	3.18	FY14	3.31	FY16	18.57
Bon View Avenue	\$ 25.3	FY11	0.38	FY12	3.18	FY12	3.29	FY13	18.45
Vineyard Avenue	\$ 27.0	FY10	0.41	FY11	3.38	FY11	3.52	FY12	19.74
Archibald Avenue	\$ 31.2	FY08	0.47	FY09	3.90	FY10	4.06	FY11	22.78
Milliken Avenue	\$ 25.8	FY09	0.39	FY10	3.22	FY11	3.35	FY12	18.80
San Bernardino Line (BNSF and UP)									
Main Street	TBD								
Valley Boulevard	\$ 31.4	FY08	0.47	FY08	3.92	FY09	4.08	FY10	22.89
Laurel Street	\$ 27.4	FY09	0.41	FY08	3.42	FY11	3.56	FY12	19.97
Main Street	\$ 27.4	FY10	0.41	FY11	3.42	FY11	3.56	FY12	19.97
Olive Street	\$ 25.3	FY11	0.39	FY12	3.22	FY12	3.35	FY13	18.80
Mt. Vernon Avenue	\$ 43.2	Complete	-	FY08	0.66	Complete	-	FY09	42.50
Other improvements*: E Street, H Street	\$ 0.5	FY08	0.01	FY09	0.06	FY09	0.07	FY10	0.37
Cajon Line (BNSF and UP)									
Palm Avenue	\$ 26.9	FY08	0.40	FY10	3.36	FY11	3.49	FY12	19.62
Glen Helen Parkway	\$ 28.2	FY08	0.42	FY10	3.52	FY11	3.66	FY12	20.56
Ranchero Road	\$ 32.5	Complete	-	FY07	4.06	FY08	4.22	FY09	23.71
Vista Road	\$ 25.8	FY11	0.39	FY11	3.22	FY12	3.35	FY13	18.80
Hinkley Road	\$ 24.5	FY12	0.37	FY13	3.06	FY13	3.18	FY14	17.87
Lanwood Road	\$ 26.7	FY08	0.40	FY09	3.34	FY10	3.47	FY12	19.51
Oro Grande	\$ 9.6	FY12	0.14	FY14	1.20	FY14	1.25	FY16	7.01
Other improvements*: Indian Trail	\$ 0.5	FY07	0.01	FY07	0.06	FY08	0.07	FY09	0.37
Cutoff Line (UP)									
Ranchero Road	\$ 24.5	FY11	0.37	FY12	3.06	FY12	3.18	FY13	17.87
Phelan Road	\$ 1.0	FY08	0.02	FY08	0.13	FY08	0.13	FY08	0.73
Other improvements*: Johnson Road	\$ 0.5	FY08	0.01	FY08	0.06	FY08	0.07	FY08	0.37
Yuma Line (UP)									
Whittier Avenue	\$ 0.5	FY08	0.01	FY08	0.06	FY08	0.07	FY08	0.37
Beaumont Avenue	\$ 24.5	FY12	0.37	FY14	3.06	FY14	3.18	FY15	17.87
Alessandro Road	\$ 25.3	FY10	0.38	FY11	3.16	FY11	3.29	FY13	18.45
Other improvements*: San Timoteo Canyon Road	\$ 2.0	FY08	0.03	FY08	0.25	FY08	0.26	FY09	1.46
Phase 2 Total	\$ 672.2								
*Not previously indicated for separation, more recent data may indicate otherwise									
Total	\$ 785.3								

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 3

Date: May 9, 2007

Subject: SANBAG 2007/2008 Proposed Budget

- Recommendation:** *
1. Conduct the Board of Directors' Workshop for the proposed Fiscal Year 2007/2008 budget.
 2. Recommend approval of the proposed Fiscal Year 2007/2008 budget.

Background: The SANBAG Fiscal Year 2007/2008 proposed budget has been developed in accordance with the schedule adopted by the Board of Directors. The proposed budget document was distributed to the members of the Board of Directors at the May 2, 2007 meeting. This meeting will serve as an opportunity for a final Board of Directors' workshop review of the proposed budget prior to the scheduled adoption on June 6, 2007.

Task level budget development has been completed relative to all of the activities to be included in the Fiscal Year 2007/2008 budget. SANBAG's budget process is structured to provide for the maximum level of input from SANBAG policy committees. Each policy committee has reviewed the tasks that relate to the functional areas of committee oversight and each task has been reviewed by **at least one** of the policy committees.

*

Approved
Administrative Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

SANBAG's budget process began with a review of the Board of Director's direction as it relates to short term goals and how it integrates with long term goals and objectives. Simultaneous with this review, staff analyzes available resources.

SANBAG develops a program based budget which is adopted with funding source detail. The modified accrual basis (where revenues are recognized when received and available to meet current year obligations) is the basis for the 2007/2008 budget. The Budget Summary shows the anticipated revenues and expenditures for new activity for the upcoming fiscal year.

Financial Impact: The 2007/2008 proposed budget, totaling \$301,112,234 for new budget activity and \$129,509,291 in estimated encumbrances for a total of \$430,621,525 will establish the work program and financial approvals to guide the organization throughout the coming fiscal year.

Reviewed By: This item is scheduled for review by the Administrative Committee on May 9, 2007. All five of the SANBAG policy committees have reviewed task descriptions and budgets for activities under their purview during the past month.

Responsible Staff: Terrence J. McGuire, Chief Financial Officer.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
 ■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 4

Date: May 9, 2007

Subject: Information Relative to Possible Conflict of Interest

Recommendation*: Note agenda items and contractors/subcontractors which may require member abstentions due to possible conflicts of interest.

Background: In accordance with California Government Code 84308, members of the Board of Directors may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Contractor/Agents	Subcontractors
12	06-012-2	Arthur Bauer & Associates <i>Sandra K. Bauer</i>	N/A

Financial Impact: This item has no direct impact on the 2006/2007 Budget.

Reviewed By: This item is prepared monthly for review by the Board of Directors and policy committee members.

Responsible Staff: Michael A. Bair, Director of Transit and Rail Programs

Approved
Administrative Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

ADMINISTRATIVE COMMITTEE ATTENDANCE ROSTER - 2007

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Paul Biane Board of Supervisors	X	X	X									
Robert Christman City of Loma Linda	X	X		X								
Kevin Cole City of Twentynine Palms	X	X	X	X								
Bea Cortes City of Grand Terrace	X	X	X	X								
Lawrence Dale City of Barstow	X	X	X	X								
Paul Eaton City of Montclair		X		X								
Josie Gonzales Board of Supervisors	X		X	X								
Dennis Hansberger Board of Supervisors	X	X		X								
Brad Mitzelfelt Board of Supervisors	X	X		X								
Gary Ovitt Board of Supervisors	X	X	X	X								
Gwenn Norton-Perry City of Chino Hills		X	X	X								
Rick Roelle Town of Apple Valley	X	X	X									

X - indicates member attended meeting. Crossed out box indicates was not a member at that time. The empty box indicates member who did not attend the meeting that month.

ADMINISTRATIVE COMMITTEE ATTENDANCE ROSTER - 2006

Name	Jan	Feb	March	April	May	June	July*	Aug	Sept	Oct	Nov	Dec
Paul Biane		X		X	X			X		X		
Kelly Chastain	X	X	X	X	X							
Robert Christman	X	X	X	X	X	X		X		X	X	X
Bea Cortes	X	X	X	X		X		X	X	X	X	X
Paul Eaton	X	X			X			X	X	X	X	X
Josie Gonzales	X					X		X	X			
James Lindley	X			X	X	X		X	X	X		
Dennis Hansberger	X	X	X	X		X			X	X	X	X
Darrell Mulvihill								X				
Gary Ovitt	X	X							X	X	X	X
Gwenn Norton-Perry		X		X		X		X		X	X	X
Bill Postmus								X	X			
Rick Roelle	X	X	X	X	X			X			X	

The crossed-out boxes indicate members who were not on the committee as of that month.

The empty boxes indicate member who did not attend the meeting that month.

*The Administrative Committee did not meet in July.

-
- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
-

Minute Action

AGENDA ITEM: 6

Date: May 7, 2007

Subject: Procurement Report for April 2007

Recommendation:* Receive Monthly Procurement Report.

Background: The Board of Directors approved the Contracting and Procurement Policy (Policy No. 11000) on January 3, 1997. The Executive Director, or his designee, is authorized to approve Purchase Orders up to an amount of \$25,000. All procurements for supplies and services approved by the Executive Director, or his designee, in excess of \$5,000 shall be routinely reported to the Administrative Committee and to the Board of Directors.

There were no purchase orders in excess of \$5,000 to be reported to the Administrative Committee for the month of April 2007.

Financial Impact: This item imposes no impact on the FY 2006/2007 Budget. Presentation of the monthly procurement report will demonstrate compliance with the Contracting and Procurement Policy (Policy No. 11000).

Reviewed By: This item is scheduled for review by the Administrative Committee on May 9, 2007.

Responsible Staff: Terrence J. McGuire, Chief Financial Officer

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Approved
Administrative Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

-
- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
-

Minute Action

AGENDA ITEM: 7

Date: May 9, 2007

Subject: Budget to Actual Report

Recommendation: Receive Budget to Actual Report for Period Ending March 30, 2007.

Background: SANBAG's Budget for Fiscal Year 2006/2007 for new activity was adopted by the Board of Directors on June 7, 2006. Upon finalization of the SANBAG audit, the encumbrances (commitments related to unperformed contracts for goods or services from the previous fiscal years) are also presented for approval to be formally incorporated into the FY 2006/2007 budget.

The following attachment provides a summary of program activity and task activity compared to the approved budget. Columns indicating the original budget, amended budget, total budget and year-to-date expenditures are identified.

Financial Impact: This item reports the status of expenditures against budget. The encumbrances for the associated expenditures have been included in and are consistent with the FY 2006/2007 budget.

Reviewed By: This item is scheduled for review by the Administrative Committee on May 9, 2007.

Responsible Staff: Terrence J. McGuire, Chief Financial Officer

*Approved
Administrative Committee*

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

**San Bernardino Associated Governments
Budget to Actual - Fiscal Year 2006-2007
Consolidated by Program**

PERIOD:

July 1, 2006 through March 31, 2007

FISCAL YEAR:

July 1, 2006 through June 30, 2007

TASK DESCRIPTION	ORIGINAL BUDGET	BUDGET AMENDMENTS	ENCUMB.	TOTAL BUDGET	EXPEND.	BALANCE OF TASK
TOTAL REGIONAL & QUALITY OF LIFE PROGRAM	5,355,570	892,046	341,188	6,588,804	3,010,827	3,577,977
TOTAL SUBREG. TRANS. PLANNING & PROGRAMMING	3,982,962	4,957,023	2,765,468	11,705,453	1,984,421	9,721,033
TOTAL PROJECT DEVELOPMENT PROGRAM	157,115,178	12,698,275	44,677,331	214,490,784	118,411,874	96,078,910
TOTAL TRANSIT/COMMUTER RAIL PROGRAM	11,500,014	1,215,292	7,217,518	19,932,824	9,549,123	10,383,701
TOTAL TRANS. PROGRAMS & FUND ADMINISTRATION	125,370,035	12,122,625	33,806,007	171,298,667	53,356,662	117,942,005
TOTAL PROGRAM SUPPORT / COUNCIL of GVMTS/PROG.	2,494,813	140,000	0	2,634,813	932,534	1,702,279
GRAND TOTALS	305,818,572	32,025,261	88,807,512	426,651,345	187,245,440	239,405,905

San Bernardino Associated Governments

PERIOD:

July 1, 2006 through March 31, 2007

Budget to Actual

FISCAL YEAR:

July 1, 2006 through June 30, 2007

REGIONAL & QUALITY OF LIFE PROGRAM

TASK#	TASK DESCRIPTION	ORIGINAL BUDGET	AMENDMENTS	BUDGET	ENCUMBRANCES	TOTAL BUDGET	EXPEND.	BALANCE OF TASK	% EXPEND.
10107000	Air Quality Planning	62,995	0	0	0	62,995	27,376	35,619	43.46%
10207000	Air Quality Implementation	64,600	-5,169	59,431	0	59,431	32,845	26,586	55.27%
11007000	Regional Transportation Planning	102,808	-1,629	101,179	0	101,179	34,663	66,516	34.26%
11107000	Freight Movement	198,311	0	198,311	0	198,311	152,703	45,608	77.00%
11207000	Regional Growth Forecast Development	309,503	146,776	456,279	0	456,279	316,188	140,091	69.30%
11607000	Inland Trans. Corridor Plan/CETAP	125,163	0	125,163	0	125,163	5,977	119,186	4.78%
40607000A	Rideshare Management	298,884	0	298,884	0	298,884	130,794	168,090	43.76%
40607000B	Inland Empire Commuter Services	331,400	0	331,400	0	331,400	163,462	167,938	49.32%
40607000C	Rideshare Incentive Programs	527,600	0	527,600	0	527,600	337,910	189,690	64.05%
40607000D	Regional Rideshare Programs	289,500	0	289,500	0	289,500	71,678	217,822	24.76%
70207000	Call Box System	1,245,650	752,068	2,312,718	315,000	2,312,718	725,697	1,587,021	31.38%
70407000	Freeway Service Patrol/STATE	1,548,439	0	1,548,439	22,650	1,571,089	885,814	685,275	56.38%
70507000	Freeway Service Patrol/h-10	91,031	0	91,031	3,538	94,569	55,686	38,883	58.88%
70607000	Intelligent Transportation Systems	65,463	0	65,463	0	65,463	23,843	41,620	36.42%
81207000	Clean Fuels Implementation	94,223	0	94,223	0	94,223	46,190	48,033	49.02%
TOTAL REGIONAL & QUALITY OF LIFE PROGRAM		5,355,570	892,046	6,588,804	341,188	6,588,804	3,010,827	3,577,977	45.70%

San Bernardino Associated Governments

PERIOD:

July 1, 2006 through March 31, 2007

Budget to Actual

FISCAL YEAR:

July 1, 2006 through June 30, 2007

SUBREGIONAL TRANS. PLANNING & PROGRAMMING

TASK#	TASK DESCRIPTION	ORIGINAL BUDGET	BUDGET AMENDMENTS	ENCUMBRANCES	TOTAL BUDGET	EXPEND.	BALANCE OF TASK	% EXPEND.
20207000	Transp. Modeling & Forecasting	108,848	0	0	108,848	76,820	32,028	70.58%
20307000	Congestion Management	185,676	-362	0	185,314	87,423	97,891	47.18%
21307000	High Desert Corridor Studies	11,126	0	0	11,126	10,799	327	97.06%
40407000	Comprehensive Transportation Plan	98,884	0	15,578	114,462	38,540	75,922	33.67%
40507000	TMEP Program Development	22,498	0	0	22,498	73	22,425	0.33%
40907000	Data Development & Management	189,227	65,000	0	254,227	121,689	132,538	47.87%
41007000	Non-Motorized Transportation Plan	17,777	0	0	17,777	793	16,984	4.46%
50007000	Trans. Improvement Program	161,959	0	0	161,959	143,847	18,112	88.82%
52607000	Subregional Trans. Monitoring	34,346	0	0	34,346	16,009	18,337	46.61%
60107000	County Trans. Commission - GEN	301,049	0	0	301,049	232,618	68,431	77.27%
60907000	Agency Strategic Planning	333,576	0	150,000	483,576	170,846	312,730	35.33%
70107000	Valley Signal Coordination Program	1,842,088	4,574,516	1,050,403	7,467,007	730,348	6,736,659	9.78%
94107000	MT/Desert Plan & Project Develop	146,300	-1,741,00	1,377,000	1,521,559	113,321	1,408,238	7.45%
94507000	Victor Valley Area Trans. Study	529,608	319,610	172,487	1,021,705	241,296	780,410	23.62%
TOTAL SUBREGIONAL TRANS. PLANNING & PROG.		3,982,962	4,957,023	2,765,468	11,705,453	1,984,421	9,721,033	16.95%

San Bernardino Associated Governments

PERIOD:

July 1, 2006 through March 31, 2007

Budget to Actual

FISCAL YEAR:

July 1, 2006 through June 30, 2007

PROJECT DEVELOPMENT PROGRAM

TASK#	TASK DESCRIPTION	ORIGINAL		BUDGET		TOTAL		BALANCE		%
		BUDGET	AMENDMENTS	ENCUMBRANCES	BUDGET	EXPEND.	OF TASK	EXPEND.		
81507000	Measure I Program Management	1,042,418	305,105	13,085	1,360,608	909,301	451,307	66.83%		
81607000	Rt. 71 Right of Way Acquisition	791,996	-142,300	8,723	658,419	99	658,320	0.02%		
81807000	Rt. 71 Landscape Design/Const.	345,895	295,953	20,138	661,986	336,432	325,554	50.82%		
82007000	SR 210 Final Design	506,270	878,291	36,809	1,421,370	619,100	802,270	43.56%		
82207000	SR 210 Right of Way Acquisition	20,998	89,258	34,362	144,618	97,548	47,070	67.45%		
82407000	SR 210 Construction	40,644,881	75,441	26,154,950	66,875,272	46,770,316	20,104,955	69.94%		
82507000	I-10 Corridor Project Development	0	12,363	0	12,363	1,117	11,246	9.03%		
83007000	I-215 SANRIV Project Development	760,084	-384,426	845,470	1,221,128	44,463	1,176,665	3.64%		
83407000	I-215 Final Design	2,373,318	-136,873	2,891,280	5,127,725	1,213,859	3,913,866	23.67%		
83607000	I-215 Right of Way Acquisition	18,126,251	6,040,104	10,974,573	35,140,928	10,307,243	24,833,685	29.33%		
83807000	I-215 Construction	9,912,864	-305,583	107,234	9,714,515	1,134,257	8,580,258	11.68%		
84007000	I-215 Barton Road Interchange	0	232,244	0	232,244	7,273	224,971	3.13%		
84107000	I-10 Riverside Interchange	5,571,968	82,771	13,085	5,667,824	100,019	5,567,805	1.76%		
84207000	I-10 Tippecanoe Interchange	110,722	40,077	272,657	423,456	252,719	170,737	59.68%		
84307000	I-10 Live Oak Canyon	4,535,994	-76,977	213,836	4,672,853	351,240	4,321,613	7.52%		
84407000	Sr 30/210 Victoria Avenue	291,996	-47,300	8,723	253,419	0	253,419	0.00%		
84507000	I-10 Corridor Project Development	0	250,000	0	250,000	0	250,000	0.00%		
86007000	I-10 Lane Addition-Redlands	22,049,670	-118,999	2,589,188	24,519,859	16,200,792	8,319,067	66.07%		
86207000	I-10 Westbound Lane Add-Yucaipa	504,885	64,606	175,773	745,264	287,022	458,241	38.51%		
87007000	Hunts Lane Grade Separation	2,890,994	60,903	8,723	2,960,620	144,042	2,816,578	4.87%		
87107000	State St/Univ. Parkway Grade Sep	7,566,021	158,096	308,723	8,032,840	1,519,222	6,436,915	18.91%		
87207000	Ramona Grade Separations	0	5,060,524	0	5,060,524	12,925	5,047,599	0.26%		
87907000	Collons Crossing BNSF/UPRR Grade SEP	1,050,000	0	0	1,050,000	6,590	1,043,410	0.63%		
88007000	I-15/I-215 Devore Interchange	0	264,997	0	264,997	7499.41	257,498	2.83%		
93107000	Debt Service - Major/97 Issue	10,521,981	0	0	10,521,981	10,521,981	0	100.00%		
94407000	Debt Service - Major/96 Issue	5,668,504	0	0	5,668,504	5,662,644	5,860	99.90%		
94807000	Debt Service - Major/01 Issue A	11,722,563	0	0	11,722,563	11,722,563	1	100.00%		
94907000	Debt Service - Major/01 Issue B	10,104,905	0	0	10,104,905	10,104,905	0	100.00%		
TOTAL PROJECT DEVELOPMENT PROGRAM		157,115,178	12,698,275	44,677,331	214,490,784	118,411,874	96,078,910	55.21%		

San Bernardino Associated Governments

PERIOD:

July 1, 2006 through March 31, 2007

Budget to Actual

FISCAL YEAR:

July 1, 2006 through June 30, 2007

TRANSIT / COMMUTER RAIL PROGRAM									
TASK#	TASK DESCRIPTION	ORIGINAL BUDGET	AMENDMENTS	ENCUMBRANCES	TOTAL BUDGET	EXPEND.	BALANCE OF TASK	% EXPEND.	
30907000	General Transit	178,682	-6,563	212,228	384,317	254,565	129,752	66.24%	
31507000	Omnitrans	60,100	0		60,100	41,399	18,701	68.88%	
31607000	Barstow-County Transit	23,998	0		23,998	14,483	9,515	60.35%	
31707000	Victor Valley Transit	40,427	0		40,427	25,081	15,346	62.04%	
31807000	Morongo Basin Transit	129,686	-680		129,006	20,896	108,110	16.20%	
31907000	Social Service Trans. Plan	284,065	0	7,000	291,065	103,370	187,695	35.51%	
32007000	Needles Transit	12,305	3,169	0	15,474	16,822	-1,348	108.71%	
32107000	Mountain Area Transit	126,492	2,037		128,529	25,019	103,510	19.47%	
35207000	General Commuter Rail	493,240	0	211,386	704,626	299,069	405,557	42.44%	
37707000	Commuter Rail Operating Exp.	7,452,600	0	87,300	7,539,900	5,237,199	2,302,701	69.46%	
37807000	Speedway Rail Operating Exp.	256,175	0		256,175	88,496	167,679	34.55%	
37907000	Commuter Rail Capital Expenses	2,378,775	1,189,615	6,218,524	9,786,914	3,007,418	6,779,496	30.73%	
38007000	Redlands Rail Extension	36,275	32,240	153,945	222,460	195,529	26,930	87.89%	
38107000	Gold Line Phase II	27,224	-4,526	327,136	349,834	219,777	130,057	62.82%	
TOTAL TRANSIT / COMMUTER RAIL PROGRAM		11,500,014	1,215,292	7,217,518	19,932,824	9,549,123	10,383,701	47.91%	

San Bernardino Associated Governments

Budget to Actual

PERIOD: July 1, 2006 through March 31, 2007
FISCAL YEAR: July 1, 2006 through June 30, 2007

TRANSPORTATION PROGRAMS & FUND ADMIN. PROGRAM

TASK#	TASK DESCRIPTION	ORIGINAL BUDGET	AMENDMENTS	BUDGET	ENCUMBRANCES	TOTAL BUDGET	EXPEND.	BALANCE OF TASK	% EXPEND.
37307000	Federal/State Fund Administration	337,558.00		0		337,558	251,535	86,023	74.52%
50107000	Federal/Transit Act Programming	102,340.00		0	8,000	110,340	55,887	54,453	50.65%
50207000	TDA Administration	300,000.00		0	19,855	319,855	176,313	143,542	55.12%
50407000	Measure I Admin - Valley	253,929.00		0	1,685	255,614	63,113	192,501	24.69%
50507000	Measure I Admin - Mt./Desert General	150,474.00		0	2,205	152,679	77,940.07	74,739	51.05%
50607000	Local Transportation Fund	66,546,774.00	11,787,625.00	0	20,266,164.00	98,600,563	45,614,496.97	52,986,066	46.26%
50707000	State Transit Assistance Fund	4,255,000	335,000	0	12,964,696	17,554,696	2,650,935	14,903,761	15.10%
51307000	Measure I Valley E&D	6,769,571		0	543,402	7,312,973	3,396,228	3,916,745	46.44%
90707000	Debt Service - Big Bear/92 Issue	108,183.00		0		108,183	108,215	-32	100.03%
90807000	Debt Service - Mt./Unincorpor./92 Issue	45,926.00		0		45,926	45,965	-39	100.09%
91800000	Valley Measure I Local	22,577,225.00		0		22,577,225	0	22,577,225	0.00%
91801000	Mountain/Desert Measure I Local	23,012,810.00		0		23,012,810	0	23,012,810	0.00%
94607000	Debt Service - Barstow/96 Issue	743,850.00		0		743,850	749,638	-5,788	100.78%
95007000	Debt Service - Yucca Valley/01 Issue B	166,395.00		0		166,395	166,395	0	100.00%
TOTAL TRANSPORTATION PROGRAMS & FUND ADMIN.		125,370,035	12,122,625	0	33,806,007	171,298,667	53,356,662	117,942,005	31.15%

*City of Barstow Capital Budget understated - correction to Encumbrance see main task

San Bernardino Associated Governments Budget to Actual

PERIOD:

July 1, 2006 through March 31, 2007

FISCAL YEAR:

July 1, 2006 through June 30, 2007

PROGRAM SUPPORT/COUNCIL OF GOVERNMENTS PROG.

TASK#	TASK DESCRIPTION	ORIGINAL BUDGET	BUDGET AMENDMENTS	ENCUMBRANCES	TOTAL BUDGET	EXPEND.	BALANCE OF TASK	% EXPEND.
10407000	Intergovernmental Relations	491,108	0	0	491,108	212,240	278,868	43.22%
49007000	Council of Govts. New Initiatives	279,843	0	0	279,843	0	279,843	0.00%
50307000	Legislation	475,222	0	0	475,222	232,979	242,243	49.03%
60507000	Publications & Public Outreach	499,608	0	0	499,608	307,256	192,352	61.50%
80507000	Building Operations	406,000	0	0	406,000	41,715	364,285	10.27%
94207000	Financial Management	343,032	140,000	0	483,032	138,344	344,688	28.64%
TOTAL PROGRAM SUPPORT/COUNCIL of GVMTS PROG.		2,494,813	140,000	0	2,634,813	932,534	1,702,279	35.39%

GRAND TOTALS	305,818,572	32,025,261	88,807,512	426,651,345	187,245,440	239,405,905	43.89%
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- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 8

Date: May 9, 2007

Subject: Position Equity Adjustments and Reclassifications

Recommendation:

1. Approve reclassification of the Principal Transportation Analyst position to Planning Manager, Ranges 28 – 32.
2. Approve reclassification of the Senior Transportation Planning and Programming Analyst to the Programming Manager, Ranges 24 – 28.
3. Approve reclassification of Public Information Officer to Senior Management Group, reporting directly to the Executive Director.

Background: In January 2007, as part of the Executive Director's organizational realignment plan, SANBAG commissioned Creative Management Solutions, Inc. (CMS) to perform a classification and compensation study of the Administrative/Professional Group. The firm completed an evaluation of employee work assignments, market survey data, and internal salary relationships. The report and recommendations for appropriate salary ranges was delivered to SANBAG in February, 2007. This item proposes recommended equity adjustments and the reclassification of three positions that were developed from SANBAG analysis of the data and recommendations presented by CMS.

CMS studied the organization structure and requested supplementary job data on the positions studied. An independent market compensation analysis of ten comparable transportation planning agencies and Councils of Governments, having related types of job classifications and providing similar types of programs and services was conducted. This analysis was performed to identify competitive labor market practices for similar organizations and related job classifications with salaries and cost of living rates comparable to the Inland Empire. The agencies surveyed were:

Approved
Administrative Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

Coachella Valley Association of Governments
Council of Fresno County Governments
County of Riverside
Riverside County Transportation Commission
Sacramento Area Council of Governments
Southern California Association of Governments
State of California
Transportation Corridor Agencies
Ventura County Transportation Commission
Western Riverside Council of Governments

Additionally, comparisons were made with sixteen municipal organizations for several positions with comparable responsibilities.

SANBAG currently has fourteen approved positions in the Administrative/Professional Group. An additional five new positions in the Administrative/Professional Group are recommended in the FY 2007/2008 proposed budget. This item recommends that three positions be reclassified due to changing job requirements, as follows:

Principal Transportation Analyst reclassification to Planning Manager. The Principal Transportation Analyst performs a broad range of complex planning tasks under the direction of the Director of Planning and Programming. This position was created in 2002. Since that time the job has changed to serve as the primary SANBAG position assigned to regional goods movement technical work; has assumed management responsibilities for numerous complex transportation planning studies; and has developed and implemented the SANBAG Nexus Study and Development Mitigation Program. Additionally, this position has supervised the work of other SANBAG staff in performance of planning work. This reclassification will recognize the changed conditions of work and create formal supervision responsibilities for a planning analyst position proposed in the FY 2007/2008 budget. The recommended range series for this position is Ranges 28 – 32.

Senior Transportation Planning and Programming Analyst reclassification to Programming Manager. The Senior Transportation Analyst performs a variety of transportation planning tasks and also has responsibility for programming of all state and federally funded projects in San Bernardino County in the State Transportation Improvement Program, under the direction of the Director of Planning and Programming. In review of the position, additional responsibilities

related to the overall coordination of all State and Federal fund administration has been assumed, assuring the appropriate programming in the local, regional, and state planning and programming documents. This position has also assumed responsibilities for oversight and analysis related to project compliance with the SANBAG Congestion Management Plan. This reclassification will recognize the changed conditions of work and create formal supervision responsibilities for one existing programming analyst position; one exiting position which monitors federally funded projects; and a new planning analyst position recommended in the FY 2007/2008 budget. The recommended range series for this position is Ranges 24 – 28.

Public Information Officer. The public information officer is responsible for development and implementation of the SANBAG public information program, including media and community relations, public education, public outreach related to major freeway construction, and special events. Due to the increased role of the Public Information Officer in serving as a major spokesperson for the agency, conveying the policy direction of the Board of Directors, and advising SANBAG management regarding strategies for delivery of public information, it is recommended that this position be reclassified from Administrative/Professional Group to Senior Management Group, reporting directly to the Executive Director. This reclassification will create formal supervision responsibilities for the existing Public Information Specialist position.

Approval of the recommend reclassifications will result in a five percent salary increase for each of the three effected positions in FY 2007/2008.

Information related to equity adjustments will be provided at the meeting.

Financial Impact: The total cost to SANBAG for the three reclassifications in FY 2007/2008 is \$23,418.

Reviewed By: This item is scheduled for review by the Administrative Committee on May 9, 2008.

Responsible Staff: Deborah Robinson Barmack
Director of Management Services

Job Description for Planning Manager

DRAFT

The Job: The Planning Manager performs complex tasks related to a broad range of transportation planning and programming activities. Services are performed at the direction of the Director of Planning and Programming.

Essential functions of the position are:

- Plans, manages, and coordinates a broad range of planning projects and directs the development of aspects of the regional transportation plan.
- Manages development, maintenance, and application of regional travel demand forecasting models.
- Develops regional freight movement strategies and initiatives.
- Prepares analyses and responses to regional transportation plans and initiatives.
- Provides oversight and technical support to Comprehensive Transportation Plan development and updates.
- Assists with projection of available transportation revenues and project costs, and alternatives development and selection. Represent the agency in regional technical committees
- Represents the agency and manages preparation of focused transportation studies to address localized transportation issues within the county, including regionally significant transportation studies, corridor studies on new or expanded highway, transit, multimodal, and freight facilities.
- Supervises the work of transportation analysts and data management personnel.

Travel: Occasional travel throughout the County and the Southern California region may be required. At the time of hire, a valid California driver's license and proof of automobile liability insurance must be provided.

Minimum Requirements: Knowledge of transportation planning theory, forecasting and analysis, mobile source emissions analysis, funding and finance, programming and air quality conformity issues, management systems, impact analysis, environmental compliance, and data acquisition and management issues related to the transportation planning and programming process is required. Ability to interpret complex data and present results of complex analyses and communicate the findings both orally and in writing is essential. Excellent verbal and written communications skills are required. Extensive experience using word processing, spreadsheet, and database software products.

Education: Bachelor's degree in transportation planning or a related field. An advanced degree in transportation planning or a related field is preferred.

Experience: Fifteen years experience in a responsible, professional, transportation planning or engineering position.

Substitution: A Master's degree in a related field of study listed may substitute for one year of experience.

Physical Demands: Manual and automated entry of complex and lengthy numerical and data items. Ability to converse and respond in forums and meetings. Strength, dexterity, coordination, and vision to use keyboard and video display terminal. Reading long reports. Occasional lifting of items weighing up to 25 pounds, such as files, boxes, and stacks of paper. Moving from place to place within the office and community. Reaching for items above and below desk level. Dexterity in handling files and single sheets of paper, and the ability to sit for long periods of time.

Job Description for Programming Manager

The Job: The Programming Manager performs complex and varied tasks related to a broad range of transportation planning and programming activities. Services are performed under the direction of the Director of Planning & Programming.

Essential functions of the position are:

- Plans, manages, and coordinates programming for projects in regional and State transportation improvement plans.
- Represents the agency in State and Regional meetings and serves as liaison with local agencies and planning organizations.
- Participates in local, federal, and State policy development and project delivery.
- Prepares analyses and responses to regional transportation plans and initiatives.
- Prepares and presents analyses and program scenarios for policy consideration.
- Supervises the work of transportation analysts and technicians.

Travel: Occasional travel throughout the County and the Southern California region may be required. At the time of hire, a valid California driver's license and proof of automobile liability insurance must be provided.

Minimum Requirements: Knowledge of transportation planning, funding and finance, programming and air quality conformity issues, management systems, impact analysis, and data issues related to the transportation planning and programming process. Ability to interpret complex data and present results of complex analyses in understandable terms is essential. Excellent verbal and written communications skills are required.

Education: Bachelor's degree in transportation planning or a related field. An advanced degree is preferred though not required.

Experience: Eight years experience in a responsible, professional, transportation-related position.

Substitution: A Master's degree in one of the fields of study listed may substitute for one year of experience.

Physical Demands: Manual and automated entry of complex and lengthy numerical and data items. Ability to converse and respond in forums and meetings. Strength, dexterity, coordination, and vision to use keyboard and video display terminal. Reading long reports. Occasional lifting of items weighing up to 25 pounds, such as files, boxes, and stacks of paper. Moving from place to place within the office and community. Reaching for items above and below desk level. Dexterity in handling files and single sheets of paper, and the ability to sit for long periods of time.

Job Description for Public Information Officer

The Job: The Public Information Officer is responsible for the development, administration and implementation of all components of SANBAG's Public Information Program, including media relations, community relations, public education, construction outreach and special events; serves as spokesperson for agency positions; manages opportunities for community participation and feedback about transportation programs and issues; performs other related duties as required. Services are performed under the direction of the Executive Director.

Essential functions of the position are:

- Directs, plans, and manages an effective public information program.
- Advises agency management regarding strategies for delivery of public information.
- Effectively analyzes and explains SANBAG positions on a variety of subjects and programs to Board members, media, staff, community stakeholders, residents, motorists, businesses and the general public.
- Serves as agency spokesman and convey positions clearly and concisely to print, radio and television media representatives.
- Maintains positive relationships with media, city staff, chamber of commerce officials, Caltrans representatives and others countywide.
- Advises SANBAG management on strategies for addressing critical issues.
- Manages public information programs for large transportation projects and directs public information consultants.
- Educates stakeholders and the general public about Measure I contributions to transportation programs in San Bernardino County.
- Develops audio-visual presentations and coordinate speaker's bureau for agency.
- Directs the preparation of news releases, public service announcements, fact sheets, media kits.
- Designs brochures, flyers, maps and other materials for public dissemination.
- Manages and maintain SANBAG website.
- Develop and disseminate regular SANBAG publications.
- Supervise the work of public information personnel.

Travel: Occasional travel throughout the County and the Southern California region may be required. At the time of hire, a valid California driver's license and proof of automobile liability insurance must be provided.

Minimum Requirements:

Education and Experience: A bachelor's degree in communication, public relations, journalism, or a related field.

Experience: Ten years of increasingly responsible experience, preferably in a governmental environment, performing professional public relations tasks and implementing public relations programs.

Physical Demands: Manual and automated entry of complex and lengthy numerical and data items. Ability to converse and respond in forums and meetings. Strength, dexterity, coordination, and vision to use keyboard and video display terminal. Reading long reports. Occasional lifting of items weighing up to 25 pounds, such as files, boxes, and stacks of paper. Moving from place to place within the office and community. Reaching for items above and below desk level. Dexterity in handling files and single sheets of paper, and the ability to sit for long periods of time.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 9

Date: May 9, 2007

Subject: Southern California Association of Governments Regional Council Membership

Recommendation: *

1. Approve SANBAG membership, acting as the County Transportation Commission, on the Southern California Association of Governments (SCAG) Regional Council.
2. Appoint Mayor Paul Leon, City of Ontario, to represent SANBAG, as the County Transportation Commission, on the SCAG Regional Council for a two-year term to June 30, 2009.

Background: The SCAG bylaws provide for each of the five County Transportation Commissions within the region to be represented on the SCAG Regional Council by a city or a county elected official from its governing board. San Bernardino County currently has seven city representatives and one County Supervisor serving on the Regional Council. City representatives are selected by the elected officials from cities within the designated SCAG Districts to represent their interests on the SCAG Regional Council. Four of the eight Regional Council members from San Bernardino County are also members of the SANBAG Board of Directors, including Supervisor Gary Ovitt, who will assume the SCAG presidency in June 2007. In addition to the members of the Regional Council mentioned above, SANBAG, acting as a subregional agency, also appoints seven members of the SANBAG Board of Directors to serve on the three SCAG policy committees.

*

Approved
Administrative Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

SANBAG has not exercised the option to become a member of SCAG in its capacity as a County Transportation Commission due to the strong San Bernardino County representation from both elected Regional Council members and subregional appointees.

The City of Ontario has recommended that SANBAG exercise the option as a County Transportation Commission to become a member of SCAG and take advantage of the additional Regional Council membership to advance the interests of SANBAG at the regional level. The City of Ontario has also expressed a willingness to pay the required dues for SANBAG membership, if the City of Ontario representative to SANBAG is appointed to serve on the Regional Council.

Staff recommends that SANBAG exercise its option to become a dues-paying member of SCAG for a one year period to assess the benefits of having an additional voting member of the SCAG Regional Council to represent SANBAG's interests as a County Transportation Commission. This will provide an opportunity to determine the benefit of membership, while also supporting the efforts of Supervisor Gary Ovitt to improve SCAG's awareness of Inland Empire issues during his presidency.

Financial Impact: The dues assessment for SANBAG membership at SCAG as a County Transportation Commission is \$25,000 a year. The City of Ontario has agreed to underwrite this expense, should the City representative on SANBAG be appointed to represent SANBAG on the Regional Council. SANBAG pays no other dues or fees to SCAG as part of its participation with SCAG activities. Approval of this item will have no financial impact upon SANBAG.

Reviewed By: This item is scheduled for review by the Administrative Committee on May 9, 2007.

Responsible Staff: Deborah Robinson Barmack,
Director of Management Services

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 10

Date: May 9, 2007

Subject: San Bernardino Associated Governments State and Federal Legislative Program

Recommendation:* Review and discuss the 2007 Federal and State Legislative Programs.

Background: Each December/January, SANBAG undergoes a review process for its State and Federal Legislative Programs. The board has requested further review of the 2007 Legislative Programs.

Attached are the 2007 State and Federal Legislative Programs, with included edits from SANBAG's Administrative Committee. The State and Federal Programs were previously discussed during SANBAG's January Administrative Committee and February's Board meeting. At February's board meeting, board members indicated further discussion was needed on issues such as design-build, Colton Crossing and environmental exemptions on freeway corridors and interchanges.

At April's Administrative Committee, members voted to remove the following sections listed in both the state and federal legislative programs, under section 1D:

"Support of indexing the gas tax to an inflationary index or to the price of gasoline to ensure that the state and federal Highway Trust Funds revenues will not continue falling relative to total miles driven. Any indexing provisions approved at the [state/federal] level should include a prohibition against the diversion of gas taxes collected from transportation purposes to general fund purposes. In addition, if the index is tied to the price of gasoline, SANBAG

*

*Approved
Administrative Committee*

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

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Attachments:
ADM0705A1-JF.doc
ADM0705A2-JF.doc
50307000

supports a statutory cap and floor as part of the indexing provision to provide a consistent, predictable revenue stream and protect against significant tax increases due to market fluctuation on the price of gasoline.”

Committee members also noted that SANBAG should research other potential funding mechanisms for transportation in lieu of increasing the gas tax.

This item was discussed during SANBAG’s May board meeting and board members agreed that further discussion was desired on the legislative programs. Comments made during board included, keeping the indexing of gas tax in the program, adding support for all bond propositions related to infrastructure (i.e. Propositions 1C and 1E), adding opposition towards any legislation that diminishes local control for planning, adding support for the federal aviation reauthorization bill, adding support for the freight gateway partnership agreement, and seeking opportunities to promote a nation-wide goods movement strategy.

Financial Impact: Funding to support the State and Federal Legislative Program is included within the adopted SANBAG FY07-08 Budget.

Reviewed By: This item was reviewed and approved with the recommendation that the Administrative Committee discuss new issues for inclusion on May 2, 2007 (*Meeting chaired by Dennis Hansberger*).

Responsible Staff: Jennifer Franco, Director of Intergovernmental and Legislative Affairs

San Bernardino Associated Governments 2007 State Legislative Program

OVERALL OBJECTIVES

1. Protect and enhance current funding levels.
2. Support increases in transportation revenues and funding sources that enhance SANBAG's ability to develop and deliver planned projects.
3. Maximize flexibility in the use of existing transportation revenues.
4. Streamline administrative and regulatory processes.

STATE LEGISLATIVE PROGRAM

1. **Protect transportation funding levels for transportation programs.**
 - A. Protect existing highway and transit funds, including Proposition 42, Traffic Congestion Relief Program, Public Transportation Account and Transportation Development Act, against suspension, transfer or expenditure for non-transportation uses or for purposes other than those specified in law.
 - B. Support state budget and California Transportation Commission allocations to fully fund projects for San Bernardino County included in the State Transportation Improvement Program (STIP) and the Measure I Expenditure Plan.
 - C. Support and/or sponsor legislation to protect the statutory 1.5 percent of revenue cap on administrative fees levied by the Board of Equalization (BOE) for the collection and administration of county transportation sales tax measures.
 - ~~D. Support legislative efforts to index the gas tax to an inflationary index or to the price of gasoline to ensure that state Highway Trust Fund revenues will not continue falling relative to total miles driven. Any indexing provisions approved at the state level should include a prohibition against the diversion of gas taxes collected from transportation purposes to general fund purposes. In addition, if the index is tied to the price of gasoline, SANBAG supports a statutory cap and floor as part of the indexing provision to provide a consistent, predictable revenue stream and protect against significant tax increases due to market fluctuation on the price of gasoline.~~
 - E. Support full funding of the regional programming process to provide for regional determination and programming for the use of all current funding sources and to provide total flexibility for all current and future STIP programs.
 - F. Support state policies that assure timely allocation of transportation revenue, including allocations of new funds available to the STIP process as soon as they are available.

- G. Continue to support AB 2766 vehicle license fee funding in the South Coast Air Basin, the South Coast Air Quality Management District (SCAQMD), to the cities and the Mobile Source Air Pollution Reduction Review Committee (MSRC); support MSRC's independence as a committee.
 - H. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.
 - I. Support legislation that will allow the state to advance and/or loan funding to local agencies for projects that are funded through sales tax programs but delayed due to cash flow problems.
 - J. Support current local program funding and flexibility of the State's Transportation Demand Management program.
 - K. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided to Amtrak, Metrolink or other operators) funding for Southern California and San Bernardino County.
 - L. Support legislation that ensures equity of benefit from the investment of State passenger rail funds to all passenger rail lines including commuter rail systems.
 - M. Oppose any proposal that could reduce San Bernardino County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, the State Highway Account (SHA), Public Transit Account (PTA), and Transportation Development Act (TDA) and any ballot initiative sources.
- 2. Support increases in transportation revenues and funding sources that enhance the ability of SANBAG to implement their transportation programs and plans.**
- A. Support guidelines that maximize SANBAG's ability to receive the highest distribution possible of available funding authorized through Proposition 1B.
 - B. In support of the 5-County Joint Venture - representing the five Southern California County Transportation Commissions, the Southern California Association of Governments (SCAG), and the Los Angeles Economic Development Commission (LAEDC), as well as private sector companies, including the railroads - to support legislative efforts to create a regional goods movement program currently referred to as the "West Coast National Freight Gateway Program."
 - C. Support or seek legislation and administrative financing/programming policies and procedures to assure an identified source of funding and an equitable distribution of the funding for bus and rail services in California.
 - D. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.

- E. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local street and road maintenance and repairs.
- F. Support legislation to provide funding for innovative, intelligent/advanced transportation, goods movement, and air quality programs which relieve congestion, improve air quality and enhance economic development.
- G. Support legislation creating the Passenger Rail Improvement, Safety and Modernization (PRISM) program so long as funding comes from new sources of revenue.
- H. Support current local program funding and flexibility of mobility projects, such as Freeway Service Patrol (FSP), ridesharing and call boxes.

3. Maximize flexibility in the use of existing transportation revenues.

- A. Seek a fair share for San Bernardino County of any state discretionary funding made available for transportation grants or programs.
- B. Support legislative and/or administrative efforts to improve flexibility with the use of GARVEE bonds, AB 3090 financing, and/or other available financing mechanisms to ensure that SANBAG is able to fully leverage state and federal transportation funds during the state's current fiscal crisis.
- C. Support legislation to enable county transportation commissions to utilize design-build and design-sequencing for the design and construction of transportation capital improvements to maximize funding and ensure greater efficiency and effectiveness for project delivery.
- D. Support legislation to ensure that funding for transit operations is commensurate with existing and new demands placed on public transit by air quality and congestion management programs, CalWORKS (welfare to work reform) the American with Disabilities Act, including the use of social service funding sources.
- E. Support income tax benefits or incentives that encourage use of alternative fuel vehicles and alternative modes of transportation without reducing existing transportation funding levels. Monitor and, where appropriate, support studies of market-based pricing measure to relieve traffic congestion, improve air quality and/or fund transportation alternatives.
- F. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.
- G. Work with the State Administration to develop a formal State-level coordination effort with various social service programs to identify transportation needs and funding opportunities for the provision of social service transportation.

4. Streamline administrative and regulatory processes.

- A. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.
- B. Support efforts to simplify and improve the local administration of Transportation Development Act Funds.

San Bernardino Associated Governments 2007 Federal Legislative Program

OVERALL OBJECTIVES

1. Protect and enhance current funding levels for transportation programs.
2. Protect and enhance flexibility in use of transportation revenue.
3. Reduce or eliminate costly and duplicative administrative and regulatory requirements.

FEDERAL LEGISLATIVE PROGRAM

1. **Protect and enhance current funding levels for transportation programs.**
 - A. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in San Bernardino County. Support efforts to bring transportation appropriations to authorized levels.
 - B. Seek a more equitable appropriation of highway trust funds for donor states, which includes California, as well as a fair share for San Bernardino County of any Federal funding made available for transportation programs and projects.
 - C. Support efforts to increase Federal Transit and Highway program funding via utilization of the highway trust fund balance.
 - ~~D. Support legislative efforts to index the gas tax to an inflationary index or to the price of gasoline to ensure that Federal Highway Trust Fund revenues will not continue falling relative to total miles driven. Any indexing provisions approved at the Federal level should include a prohibition against the diversion of gas taxes collected from transportation purposes to general fund purposes. In addition, if the index is tied to the price of gasoline, SANBAG supports a statutory cap and floor as part of the indexing provision to provide a consistent, predictable revenue stream and protect against significant tax increases due to market fluctuation on the price of gasoline.~~
 - E. Seek legislation to correct the reduction to the Federal Highway Trust Fund (HTF) due to the Federal subsidy of ethanol-based fuels, as well as, to compensate California's reduced HTF apportionment level due to the implementation of ethanol-blended fuel in 2003.
 - F. Support continued Federal commitment of funds to support public transit, to assure that California and the western states receive a fair share of the AMTRAK funding resources as compared to the North East Corridor.
 - G. Seek specialized funding for goods movement projects of international and national significance that are beyond the funding ability or responsibility of local and state transportation programs and budgets, including the ability to levy locally administered fees to mitigate the costs resulting from the impact of goods movement on local transportation infrastructure, i.e. a state and/or regional container fee.

- H. In support of the 5-County Joint Venture - representing the five Southern California County Transportation Commissions, the Southern California Association of Governments (SCAG), and the Los Angeles Economic Development Commission (LAEDC), as well as private sector companies, including the railroads - to support legislative efforts to create a regional goods movement program currently referred to as the "West Coast National Freight Gateway Program."
- I. Seek funding for airport ground access and other airport development needs in San Bernardino County.
- J. Seek continued funding for the construction of the Inland Empire Transportation Management Center (TMC) for congestion mitigation purposes, as well as Federal funding to provide for enhance homeland security/emergency operations services as an additional component of the center's functionality.

2. Protect and enhance flexibility in use of transportation revenue.

- A. Support legislation that will modify federal project development requirements for transit projects to make them more consistent with the process employed for highway projects.
- B. Support legislation to exempt commuter rail services operating within existing railroad right-of-way from federal new start and alternative analysis requirements in order to utilize Federal funding.
- C. Support efforts to pursue funds to facilitate timely conversion of public sector fleets to alternative fuels to meet Federal fleet conversion mandates.
- D. Support tax benefits and/or incentives for transportation demand management programs and alternative fuel programs to promote the use of alternate modes of transportation.
- E. Seek funding for Alameda Corridor East improvement projects, which includes the Freight Corridor generally described as the Union Pacific Railway and the Burlington Northern Santa Fe Railway Mainline tracks from East Los Angeles (terminus of the Alameda Corridor) through Los Angeles, Orange, Riverside, and San Bernardino Counties. Support increased federal funding opportunities for San Bernardino and Riverside Counties to access these funding sources. Seek continued federal funding of Maritime Administration studies focusing on an "Inland Rail Port" in San Bernardino County and Riverside County.
- F. Support legislation that ensures coordination of transportation and social service agency funding (i.e. Departments of Aging, Rehabilitation, and Welfare).
- G. Support legislative or administrative policies that promote a "regional" approach to airport development and usage of Southern California Logistics, San Bernardino International, and Ontario International airports and the March Joint Use Airport.

3. Reduce or eliminate costly and duplicative administrative and regulatory requirements.

- A. Support legislation and/or administrative reforms that result in cost and time savings to environmental clearance processes for transportation construction projects.
- B. Work with the Administration and the San Bernardino Congressional delegation to reach an equitable resolution to the Federal Highway Administration (FHWA) retroactive interpretation of Americans with Disabilities Act (ADA) compliance guidelines that would require the use of alternative or restricted funding for costly curb-ramp upgrades within the boundaries of all federally-aided projects. Specifically, would seek an exemption for Congestion Mitigation and Air Quality (CMAQ) projects that do not necessitate ground alteration or disturbance, and which funding is specifically earmarked for such purposes, including wireless technology and traffic synchronization.
- C. Oppose legislative changes to alter the formula by which Congestion Management and Air Quality (CMAQ) funds are allocated to states; specifically, attempts to change the weighting factors assigned to nonattainment areas for the purpose of determining each state's share of CMAQ funds, as well as to assure that the funding continues to be allocated directly to the transportation commission.
- D. Support administrative or legislative action to ensure consistency among the Federal congestion management and the State's Congestion Management Program requirements.
- E. Monitor and, where appropriate, support studies of market-based pricing measures to relieve traffic congestion, improve air quality and/or fund transportation alternatives.
- F. Seek Federal authorization allowing states, where appropriate to pursue options to privatize various aspects of transportation to increase the efficiencies and effectiveness of their available resources through private sector participation.
- G. Due to the elimination of Federal transit operating subsidies, support legislation to also eliminate Federal requirements and regulations regarding transit operations.
- H. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.
- I. Continue to streamline Federal reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 11

Date: May 9, 2007

Subject: Amendment to Budget Task 51307000 – Measure I Valley E & D

Recommendation:* Approve amendment to Budget Task 51307000 – Measure I Valley E & D, increasing the budget authority by \$70,000 for a new total of \$6,839,571 as identified in the Financial Impact Section.

Background: In June 2006, the Omnitrans Board approved a \$0.10 increase in the fixed route base cash fare, raising it from \$1.15 to \$1.25. This fare increase would have resulted in a \$0.05 increase in the cash fare for elderly individuals and individuals with disabilities, but the Omnitrans Board action included seeking an increase of \$0.05 in Measure I cash fare subsidy.

The Omnitrans Board action occurred during the same month that the SANBAG Board approved the Fiscal Year 2006/2007 budget. The adopted task budget included an estimate of \$256,896 in fixed route, Omnalink and Access fare subsidy and \$6,493,904 in Access service subsidy for a total of \$6,750,800.

With the second quarter invoice from Omnitrans, the amount of Measure I fare subsidy is tracking slightly higher than anticipated in the SANBAG budget. Therefore, staff is recommending amending the Task Budget 51307000 by increasing the budget authority in the amount of \$70,000 for a new total of \$6,839,571.

*

Approved
Administrative Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

Financial Impact: Approval of this item will increase the budget authority of Task 51307000 – Valley Measure I E & D by \$70,000 for a new total of \$6,839,571. The total actual/planned budget, including encumbrances, will increase to \$7,383,700. The additional funding will be provided from the available Valley Measure I E & D unrestricted fund balance.

Reviewed By: This item will be reviewed by the Administrative Committee on May 9, 2007.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs
Victoria Baker, Senior Transit Analyst

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 12

Date: May 9, 2007

Subject: Amendment to Contract 06-012 with Arthur Bauer & Associates for conducting the Transportation Development Act (TDA) Triennial Performance Audits of the County Transportation Commission and Six Transit Operators/Claimants

Recommendation:* Approve Amendment Number 2 to Contract 06-012 with Arthur Bauer & Associates, extending the time of performance to June 15, 2007.

Background: In July 2006 the Board approved Amendment Number 1 to Contract 06-012 amending the scope of work to include the development of cost allocation plans that would allow Omnitrans to recover certain administrative expenses associated with managing discretionary grants for subgrantees, charge direct and indirect expenses associated with managing their own capital grants, and allocating operating expenses between the various types of transit services either provided directly or by contract. Amendment Number 1 increased the contract authority by \$21,315 for a new total of \$127,315 and extended the time of performance to March 7, 2007.

The final products, Omnitrans Cost Allocation Plan and Omnitrans Modal Cost Allocation Plan, were presented to the Omnitrans Administrative and Finance Committee on March 12, 2007. The Omnitrans Board approved both plans on April 4, 2007. The Omnitrans Cost Allocation Plan, using Fiscal Year 2005/2006 audited expenses, establishes a firm indirect ceiling of 3.78% of direct costs charged to federally funded capital grants. The Omnitrans Modal Cost Allocation Plan provides a methodology for better allocating departmental costs to each

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Approved
Administrative Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

mode of service. Using Fiscal Year 2005/2006 audited financial data the modal cost allocation would have shifted approximately \$1.4 million in cost from the fixed route mode to the Access mode.

Amendment Number 2 simply extends the time of performance to June 15, 2007 so that final invoices can be processed. The amendment does not change the total contract authority amount.

Financial Impact: This item is consistent with the adopted budgeted. Funding for this work is provided under Task 50207000 – TDA Administration. The funding source is LTF – Administration.

Reviewed By: This item will be reviewed by the Administrative Committee on May 9, 2007.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs
Victoria Baker, Senior Transit Analyst

SANBAG Contract No. 06-012-2

by and between

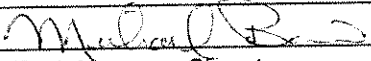
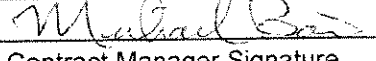
San Bernardino Associated Governments

and

Arthur Bauer & Associates, Inc.

for

Conduction the Transportation Development Act Triennial Performance Audit for the County
Transportation Commission, MBTA, MARTA, Omnitrans, VVTA & the Cities of Barstow &
Needles

FOR ACCOUNTING PURPOSES ONLY			
<input checked="" type="checkbox"/> Payable <input type="checkbox"/> Receivable	Vendor Contract # _____	Retention: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Original <input checked="" type="checkbox"/> Amendment
Notes: This Amendment extends the time of performance to June 15, 2007.			
Original Contract:	\$ <u>106,000.00</u>	Previous Amendments Total:	\$ <u>21,315.00</u>
Contingency Amount:	\$ _____	Previous Amendments Contingency Total:	\$ _____
		Current Amendment:	\$ <u>0.00</u>
		Current Amendment Contingency:	\$ _____
Contingency Amount requires specific authorization by Task Manager prior to release.			
Contract TOTAL →			\$ <u>127,315.00</u>
Please include funding allocation for the original contract or the amendment ▼			
Task	Cost Code	Funding Sources	Amounts
1 <u>5020700</u>	<u>5520</u>	1 _____	\$ _____
2 _____	_____	2 _____	\$ _____
Original Board Approved Contract Date: <u>10/5/05</u>		Contract Start: <u>10/5/05</u>	Contract End: <u>6/30/06</u>
New Amend. Approval (Board) Date: <u>6/6/07</u>		Amend. Start: <u>3/7/07</u>	Amend. End: <u>6/15/07</u>
If this is a multi-year contract/amendment, please allocate costs among fiscal years:			
Fiscal Year: 2004-05	Fiscal Year: 2005-06	Fiscal Year: 2006-07	
Is this consistent with the adopted budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
If no, has the budget amendment been submitted? <input type="checkbox"/> Yes <input type="checkbox"/> No			
CONTRACT MANAGEMENT			
Please mark an "X" next to all that apply:			
<input type="checkbox"/> Intergovernmental	<input checked="" type="checkbox"/> Private	<input checked="" type="checkbox"/> Non-Local	<input type="checkbox"/> Local <input type="checkbox"/> Partly Local
Disadvantaged Business Enterprise: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes _____%			
Task Manager: Michael Bair		Contract Manager: Michael Bair	
	<u>4-30-07</u>		<u>4-30-07</u>
Task Manager Signature	Date	Contract Manager Signature	Date

Chief Financial Officer Signature

Date

AMENDMENT NO. 2

TO CONTRACT 06-012

ARTHUR BAUER & ASSOCIATES, INC.

THIS AMENDMENT NUMBER 2 to Contract 06-012 is hereby entered into and effective this 6th day of June, 2007 by and between the SAN BERNARDINO ASSOCIATED GOVERNMENTS (hereinafter referred to as "COMMISSION") and the ARTHUR BAUER & ASSOCIATES, INC. (hereinafter referred to as "CONTRACTOR") with regard to preparing Phase II of the Triennial Performance Audit, Development of Omnitrans Cost Allocation Methodology.

WHEREAS, COMMISSION and CONTRACTOR previously entered into Contract 06-012 on October 5, 2005, to conduct a triennial performance audit of COMMISSION, Omnitrans, Victor Valley Transit Authority, Morongo Basin Transit Authority, and Mountain Area Regional Transit Authority and the Cities of Barstow and Needles; and

WHEREAS, COMMISSION anticipated that as a result of the transit operator performance audit, there may be additional Phase II work that would be mutually agreed to by the COMMISSION, affected transit operator, and the CONTRACTOR;

WHEREAS, COMMISSION approved Amendment Number 1 on July 5, 2006, amending the Scope of Work for Contract 06-012 to include Phase II: Development a Cost Allocation Methodology for Omnitrans as identified in the Omnitrans Triennial Performance Audit; adding \$21,315.00 to the contract authority; and extending the time of performance to March 7, 2007; and

WHEREAS, COMMISSION and CONTRACTOR acknowledge that an extension of the time of performance is desired.

NOW THEREFORE, it is agreed that Contract 06-012 is amended to include the following:

Section 2 Term is amended to extend the time of contract performance to June 15, 2007.

All other terms and conditions contained in Contract 06-012 shall remain in full force and effect.

IN WITNESS THEREOF, the authorized parties have signed below;

**SAN BERNARDINO
ASSOCIATED GOVERNMENTS**

**ARTHUR BAUER AND
ASSOCIATES, INC.**

By: _____
Dennis Hansberger
President

By: _____
Sandra K. Bauer
President

Dated: _____

Dated: _____

Approved as to Form:

Jean-Rene Basle
SANBAG Counsel

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 13

Date: May 9, 2007

Subject: Local Transportation Fund (LTF) Revised Apportionments for Fiscal Years 2006/2007 and 2007/2008

Recommendation:*

1. Approve the Revised LTF Apportionments for Fiscal Years 2006/2007 and 2007/2008 in the amounts of \$84,459,000 and \$81,590,000 respectively; and
2. Approve a Continuing Reservation of \$5,000,000 from the prior year Unrestricted Balance through Fiscal Years 2006/2007 and 2007/2008.

Background: In February the Board approved: 1) an increase of \$9,306,675 to the Fiscal Year 2006/2007 LTF Apportionment of \$79,875,000 for a new total of \$89,181,675; 2) a continuing reservation of \$5,000,000 from the prior year unrestricted balance through the current and next fiscal year; and 3) an LTF estimated Apportionment for Fiscal Year 2007/2008 of \$88,117,195.

As has been recently reported to the Administrative Committee, the growth in Measure I receipts in March and April has declined significantly and that has led to a much more conservative estimate of receipts for the next year budget. While the LTF ¼ cent sales tax is slightly different than the ½ cent Measure I sales tax, a similar decline has occurred in the March and April LTF receipts and staff is recommending the Board approve lower apportionment amounts for both the current and next fiscal year.

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*Approved
Administrative Committee*

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

Through the month of April, the LTF has received \$64.5 million and interest through the second quarter has added \$1.7 million. Staff is now recommending that the current year estimate of receipts be reduced by \$4,722,675 for a new total of \$79,600,000. The February adopted revised apportionment included \$4,859,000 from the prior year unrestricted balance and staff would recommend that amount be added to the new revised estimate of receipts for an apportionment of \$84,459,000. Attachment A presents the recommended revised apportionment for the current year along with a comparison to the February adopted apportionment.

Staff is continuing to recommend the Board approve a continuing reservation of \$5,000,000 from the prior year unrestricted balance for both the current and next fiscal year to address any shortfall in actual receipts.

The February adopted apportionment assumed a growth of 4.5% over the higher estimate of receipts this year. Staff is now recommending only a 2.5% increase over the revised (lower) estimate of current year receipts. The new apportionment amount for Fiscal Year 2007/2008 would be \$81,590,000 or \$6,527,195 lower than the February adopted apportionment. Attachment B presents the recommended revised apportionment for next year along with a comparison to the February adopted apportionment.

Financial Impact: The revised apportionment for the current year reduces the amount available in the February revision to the Commission for planning by \$141,680. However, the amount allocated and disbursed to the Commission is the \$2,396,250 that was based on the February 2006 apportionment, leaving a remaining balance of \$137,520. The revised apportionment for Fiscal Year 2007/2008 reduces the amount available to the Commission for planning by \$195,816. The proposed SANBAG Fiscal Year 2007/2008 Budget identifies an estimated year end fund balance of LTF planning in the amount of \$171,461 so the potential impact on next year's budget is only \$24,355 and that amount can be drawn from the current year planning balance. The adoption of lower apportionments for this year and next year should not affect the transit agencies' budgets, but will reduce the amount of revenue available for allocating to the Mountain/Desert jurisdictions for street and road purposes.

Reviewed By: This item will be reviewed by the Administrative Committee on May 9, 2007.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs
Victoria Baker, Senior Transit Analyst

(Attachment A)

San Bernardino County Local Transportation Fund
Fiscal Year 2006-2007
May, 2007 Revised Apportionment

	ADOPTED APPORTIONMENT	2/07 REVISED APPORTIONMENT	5/07 REVISED APPORTIONMENT	05 TO 02 DIFFERENCE	
Prior Year Reserve/Estimated Unapportioned Carryover	\$ 5,000,000	\$ 9,859,000	\$ 9,859,000	\$ -	
Estimated Annual LTF Receipts	\$ 79,875,000	\$ 84,322,675	\$ 79,600,000	\$ (4,722,675)	
Fund Reservation	\$ (5,000,000)	\$ (5,000,000)	\$ (5,000,000)	\$ -	
Total Estimated Funds Available	\$ 79,875,000	\$ 89,181,675	\$ 84,459,000	\$ (4,722,675)	
Auditor's Administrative Cost	\$ 17,000	\$ 17,000	\$ 17,000	\$ -	
SANBAG's Administrative Cost	\$ 300,000	\$ 300,000	\$ 300,000	\$ -	
County Transportation Commission Planning	\$ 2,396,250	\$ 2,675,450	\$ 2,533,770	\$ (141,680)	
SCAG Planning	\$ 131,700	\$ 131,700	\$ 131,700	\$ -	
Resulting Balance	\$ 77,030,050	\$ 86,057,525	\$ 81,476,530	\$ 9,027,475	
Article 3 (SB821) Program	\$ 1,540,601	\$ 1,721,150	\$ 1,629,531	\$ (91,620)	
Balance Available for Apportionment	\$ 75,489,449	\$ 84,336,374	\$ 79,846,999	\$ (4,489,375)	
Apportionment Area	Population	Percentage	APPORTIONMENT	APPORTIONMENT	DIFFERENCE
Valley	1,440,933	74.0382%	\$ 55,891,032	\$ 62,441,137	\$ 59,117,285
Adelanto	23,418	1.2033%	\$ 908,339	\$ 1,014,791	\$ 960,772
Apple Valley	63,853	3.2809%	\$ 2,476,736	\$ 2,766,995	\$ 2,619,703
Barstow	23,546	1.2098%	\$ 913,305	\$ 1,020,339	\$ 966,024
Big Bear Lake	6,148	0.3159%	\$ 238,469	\$ 266,416	\$ 252,234
Hesperia	76,114	3.9109%	\$ 2,952,316	\$ 3,298,311	\$ 3,122,736
Needles	5,553	0.2853%	\$ 215,390	\$ 240,633	\$ 227,823
Twentynine Palms	27,589	1.4176%	\$ 1,070,124	\$ 1,195,537	\$ 1,131,897
Victorville	86,473	4.4432%	\$ 3,354,122	\$ 3,747,206	\$ 3,547,735
Yucca Valley	19,726	1.0136%	\$ 765,134	\$ 854,803	\$ 809,300
County - Unincorporated	172,849	8.8813%	\$ 6,704,482	\$ 7,490,208	\$ 7,091,491
Total	1,946,202	100.0000%	\$ 75,489,449	\$ 84,336,374	\$ 79,846,999
					\$ (4,489,375)

Population Source: State Controller Motor Vehicle Fee 1/2006

SANBAG's Administrative Cost includes TDA Administration, Claimant Fiscal/Compliance Audits

SCAG Planning Cost apportioned to Commission counties based on originally adopted LTF Revenue Estimates

Estimated Annual LTF Receipts per SANBAG/County Auditor 12/2005

(Attachment B)

San Bernardino County Local Transportation Fund
Fiscal Year 2007/2008
May, 2007 Revised Apportionment

	02/07 ADOPTED APPORTIONMENT	05/07 REVISED APPORTIONMENT	DIFFERENCE		
Prior Year Reserve/Estimated Unapportioned Carryover	\$ 5,000,000	\$ 5,000,000	\$ -		
Estimated Annual LTF Receipts	\$ 88,117,195	\$ 81,590,000	\$ (6,527,195)		
Fund Reservation	\$ (5,000,000)	\$ (5,000,000)	\$ -		
Total Estimated Funds Available	\$ 88,117,195	\$ 81,590,000	\$ (6,527,195)		
Auditor's Administrative Cost	\$ 17,000	\$ 17,000	\$ -		
SANBAG's Administrative Cost	\$ 350,000	\$ 350,000	\$ -		
County Transportation Commission Planning	\$ 2,643,516	\$ 2,447,700	\$ (195,816)		
SCAG Planning	\$ 138,700	\$ 138,700	\$ -		
Resulting Balance	\$ 84,967,979	\$ 78,636,600	\$ (6,331,379)		
Article 3 (SB821) Program	\$ 1,699,360	\$ 1,572,732	\$ (126,628)		
Balance Available for Apportionment	\$ 83,268,620	\$ 77,063,868	\$ (6,204,752)		
Apportionment Area	Population	Percentage	APPORTIONMENT	DIFFERENCE	
Valley	1,464,142	73.5074%	\$ 61,208,609	\$ 56,647,657	\$ (4,560,952)
Adelanto	24,880	1.2491%	\$ 1,040,111	\$ 962,607	\$ (77,504)
Apple Valley	67,507	3.3892%	\$ 2,822,137	\$ 2,611,846	\$ (210,291)
Barstow	23,599	1.1848%	\$ 986,559	\$ 913,045	\$ (73,513)
Big Bear Lake	6,182	0.3104%	\$ 258,439	\$ 239,182	\$ (19,258)
Hesperia	80,268	4.0299%	\$ 3,355,612	\$ 3,105,569	\$ (250,043)
Needles	5,681	0.2852%	\$ 237,495	\$ 219,798	\$ (17,697)
Twentynine Palms	27,589	1.3851%	\$ 1,153,361	\$ 1,067,418	\$ (85,943)
Victorville	95,145	4.7768%	\$ 3,977,547	\$ 3,681,160	\$ (296,386)
Yucca Valley	20,537	1.0311%	\$ 858,551	\$ 794,577	\$ (63,975)
County - Unincorporated	176,299	8.8511%	\$ 7,370,198	\$ 6,821,009	\$ (549,189)
Total	1,991,829	100.0000%	\$ 83,268,620	\$ 77,063,868	\$ (6,204,752)

Population Source: State Controller Motor Vehicle Fee 1/2007

SANBAG's Administrative Cost includes TDA Administration, Claimant Fiscal/Compliance Audits

SCAG Planning Cost (if applicable) apportioned to Commission counties based on LTF Revenue Estimates

Estimated Annual LTF Receipts per SANBAG/County Auditor 12/2006

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 14

Date: May 9, 2007

Subject: Memorandum of Understanding (MOU) among the Southern California Association of Governments, County Transportation Commissions and Municipal Transit Operators for the Federal Transit Administration (FTA) Large Urbanized Area Formula Grant Program

Recommendation:* Approve MOU, SANBAG Agreement C07229, among SCAG, the County Transportation Commissions and Municipal Transit Operators for the FTA large Urbanized Area Formula Grant Program.

Background: The Southern California Association of Governments (SCAG) is the designated recipient for FTA Section 5307 Formula Funds apportioned to the Los Angeles-Long Beach-Santa Ana and Riverside-San Bernardino Urbanized Areas. SCAG is also the agency responsible for developing the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP). SANBAG, acting as the County Transportation Commission, is responsible for allocating the Section 5307 funds available to the San Bernardino Valley to eligible operators (Omnitrans and SCRRA) and approving projects utilizing those funds. The Commission is also responsible for insuring that the approved projects are included in the locally developed Transportation Improvement Program which are then recommended for inclusion in the RTIP. The transit operators are responsible identifying projects for which the Section 5307 funds will be used; formally applying for those funds in grants; and upon grant approval, completing those projects.

*

Approved
Administrative Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

The Section 5307 Formula Fund Program contains a requirement that at least 1% of the funds apportioned shall be used for transit enhancement projects. Transit enhancement projects may include: historic preservation, rehabilitation and operation of historic mass transportation buildings, structures and facilities; bus shelters; landscaping and other scenic beautification, including benches, trash receptacles, and street lights; public art; pedestrian access and walkways; bicycle access, including bicycle storage facilities, installation of equipment for transporting bicycles on mass transportation vehicles; transit connections to parks within the recipient's service area; signage; and enhanced access for persons with disabilities to mass transportation.

The MOU identifies the roles and responsibilities of the various parties in complying with the 1% transit enhancement expenditure requirement.

Financial Impact: This item has no impact on the budget. The work effort performed in managing the Section 5307 Formula Program is included in Task 50107000 – Federal Transit Act Programming. The funding source is LTF-Planning.

Reviewed By: This item will be reviewed by the Administrative Committee on May 9, 2007. The MOU has been reviewed by SANBAG Legal Counsel and was also approved by the Omnitrans Board on March 7, 2007.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs
Beth Kranda, Transit Analyst

SANBAG Contract No. 07229

by and between

San Bernardino Associated Governments

and

Southern California Association of Governments and Omnitrans

for

identifying roles and responsibilities for Section 5307 transit enhancement requirements

FOR ACCOUNTING PURPOSES ONLY				
<input type="checkbox"/> Payable <input type="checkbox"/> Receivable	Vendor Contract # _____ Vendor ID _____	Retention: <input type="checkbox"/> Yes _____ % <input type="checkbox"/> No	<input checked="" type="checkbox"/> Original <input type="checkbox"/> Amendment	
Notes: This is a Memorandum of Understanding with no financial impact.				
Original Contract: \$ <u>0</u>		Previous Amendments Total: \$ _____		
		Previous Amendments Contingency Total: \$ _____		
Contingency Amount: \$ _____		Current Amendment: \$ _____		
		Current Amendment Contingency: \$ _____		
Contingency Amount requires specific authorization by Task Manager prior to release.				
Contract TOTAL →				\$ 0
Task	Cost Code	Funding Sources	Grant ID	Amounts
				\$ _____
Original Board Approved Contract Date: <u>06/06/07</u>		Contract Start: <u>06/07/07</u>		Contract End: <u>Open</u>
New Amend. Approval (Board) Date: _____		Amend. Start: _____		Amend. End: _____
If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:				
Approved Budget Authority →	Fiscal Year: _____ \$ _____	Future Fiscal Year(s) – Unbudgeted Obligation →	\$ _____	
Is this consistent with the adopted budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				
If yes, which Task includes budget authority? <u>50107000</u>				
If no, has the budget amendment been submitted? <input type="checkbox"/> Yes <input type="checkbox"/> No				
CONTRACT MANAGEMENT				
Please mark an "X" next to all that apply:				
<input checked="" type="checkbox"/> Intergovernmental <input type="checkbox"/> Private <input type="checkbox"/> Non-Local <input type="checkbox"/> Local <input type="checkbox"/> Partly Local				
Disadvantaged Business Enterprise: <input type="checkbox"/> No <input type="checkbox"/> Yes _____ %				
Task Manager: Michael Bair			Contract Manager: Michael Bair	

 Task Manager Signature	5-2-07 Date	 Contract Manager Signature	5-2-07 Date
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Chief Financial Officer Signature Date

Filename: C07229-mab

SANBAG Agreement C07229

MEMORANDUM OF UNDERSTANDING BETWEEN THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS, COUNTY TRANSPORTATION COMMISSIONS AND MUNICIPAL TRANSIT OPERATORS FOR THE LARGE URBANIZED AREA FORMULA GRANT PROGRAM

RECITALS

WHEREAS, the Southern California Association of Governments (SCAG) is a joint powers agency formed pursuant to Title 1, Division 7, Chapter 5 of the California Government Code (Section 6500 et seq.) and is the Metropolitan Planning Organization (MPO) recognized under 23 U.S.C. 134 and 49 U.S.C. 5303; and

WHEREAS, SCAG is responsible for developing Regional Transportation Plans and Regional Transportation Improvement Programs pursuant to 49 U.S.C. 5303 et seq., 23 U.S.C. 134 et seq., Cal Gov. Code Section 65080 et seq., Cal. Pub. Util. Code §130300 et seq., and corresponding Federal and State regulations and guidance; and

WHEREAS, pursuant to 49 U.S.C. §5307(a)(2), SCAG is the designated recipient of Federal Transit Agency (FTA) large urbanized area formula grants (hereinafter referred to as "5307 Program Funds") for the following large urbanized areas (UZAs) with populations of 200,000 or more, in the SCAG region: Los Angeles-Long Beach-Santa Ana, Riverside-San Bernardino, Indio-Cathedral City-Palm Springs, Lancaster-Palmdale, and Temecula-Murrieta; and

WHEREAS, the County Transportation Commissions (CTCs) are responsible for developing the short-range Transportation Improvement Program (TIP) in coordination with SCAG and the municipal transit operators in Los Angeles County, pursuant to Pub. Util. Code Section 130303 et seq., and to submit their TIPs to SCAG for recommended inclusion in the Regional Transportation Improvement Program (RTIP); and

WHEREAS, applicants for 5307 Program Funds include the following transit operators in the region: Orange County Transportation Authority (OCTA), Los Angeles County Metropolitan Transportation Authority (Metro), Omnitrans, Antelope Valley Transit, City of Arcadia, City of Claremont, City of Commerce, City of Culver City, Long Beach Public Transportation Corporation, City of La Mirada, City of Los Angeles Department of Transportation, City of Santa Monica, City of Santa Clarita, Foothill Transit, Gardena Municipal Bus Lines, City of Montebello, City of Norwalk, City of Torrance, Redondo Beach Wave, Riverside Transit Agency, SunLine Transit Agency, City of Corona, and City of Riverside, and the Southern California Regional Rail Authority (hereinafter referred to as "Applicants"); and

WHEREAS, OCTA, Metro, San Bernardino Associated Governments (SANBAG), and Riverside County Transportation Commission (RCTC), shall be responsible for allocating 5307 Program Funds, including identifying and programming projects in their

short-range TIPs submitted to SCAG and recommended for inclusion in the RTIP, to meet the federal transit enhancement requirements for large UZAs in their respective planning boundaries, and in accordance with the transportation improvement programming process and applicable Federal and State regulations and guidance; and

WHEREAS, SCAG intends to enter into this Memorandum of Understanding ("Agreement") with each Applicant, SANBAG, and RCTC, in order to clarify the roles and responsibilities of all parties with regard to implementation of the 5307 Program.

NOW, THEREFORE IN CONSIDERATION OF THE MUTUAL PROMISES AND COVENANTS PROVIDED FOR HEREIN, SCAG, APPLICANTS, SANBAG, AND RCTC HEREBY AGREE AS FOLLOWS:

Section 1

- 1.1 Roles and Responsibilities of the County Transportation Commissions. OCTA, Metro, SANBAG, and RCTC, shall be responsible for allocating 5307 Program Funds which includes identifying and programming projects in their short-range TIPs and any updates submitted to SCAG and recommended for inclusion in the RTIP, to meet the federal transit enhancement requirements of 49 U.S.C. §5307(d)(1)(K), for large UZAs in their respective planning boundaries, and in accordance with the transportation improvement programming process under 49 U.S.C. §5303(j), 23 U.S.C. §134(j), Cal. Gov. Code §65082, Cal. Pub. Util. Code §130300 et seq., and applicable Federal and State regulations and guidance. Additionally, upon annual approval by each CTC of transit enhancement projects, each CTC shall submit to SCAG a list of such projects.
 - a. By signing this Agreement, OCTA, Metro, SANBAG and RCTC each certify that it shall comply with 49 U.S.C. §5307(d)(1)(K), to the same extent as required by SCAG as the designated recipient of 5307 Program Funds, for large UZAs in their respective planning boundaries, and shall submit to SCAG any documentation requested by SCAG to assure the validity of such certification.
- 1.2 Role of SCAG. SCAG is responsible for development and approval of the RTIP. SCAG will prepare an MPO concurrence letter for approval of the 5307 Program grant for each Applicant, which shall be submitted to FTA during the application process, contingent upon the Applicant signing this Agreement, and further contingent upon SCAG's determination that the Applicant has included the required transit enhancement projects in its TIP submittals to SCAG in compliance with 49 U.S.C. §5307(d)(1)(K).
- 1.3 Annual Certifications and Assurances Regarding the 5307 Program. By signing this Agreement, each Applicant certifies that it shall comply with the applicable Annual Certifications and Assurances for the FTA 5307 Program (published

annually in the Federal Register), and agrees to forward to SCAG a signed copy of its Certifications and Assurances form each year prior to the time the Applicant receives its first FTA section 5307 grant award for the year.

- 1.4 Documentation. Each Applicant shall submit to SCAG any documentation requested by SCAG to assure the validity of all above certifications and assurances made by the Applicant.
- 1.5 Annual Transit Enhancement Reports. Each Applicant shall submit to SCAG an annual report, including an electronic version of the September 30th quarterly progress report filed with the FTA that contains the projects funded with 5307 Transit Enhancement funds as required under 49 U.S.C. § 5307(d)(1)(K) ("Annual Report").
 - a. The Annual Report shall contain the following information, and any additional information as may be required by SCAG or FTA:
 - 1) Name of grantee(s) expending the enhancement funds;
 - 2) UZA name and number for which the TE funds are being reported; and
 - 3) A listing of the FTA grant number(s) being reported, with their respective project budget line item (ALI Codes), project category, approved FTA amount, and description of the TE-funded projects.
 - b.. By October 30th of each year, the Annual Reports shall be submitted to the attention of Rosemary Ayala (or other person identified by SCAG), SCAG Lead Regional Planner.. SCAG shall promptly notify all parties in the event of a change in the person identified in this paragraph as the recipient of the Annual Reports. Upon receipt of the Annual Reports from each Applicant, SCAG shall submit such reports to FTA.

Section 2

General Provisions

- 2.1 Term of Agreement: This Agreement shall be effective as to each party on the date such party executes this Agreement, and continues in full force unless terminated in accordance with Section 2.7.
- 2.2 Drafting: This Agreement has been prepared by all parties and has been reviewed and endorsed by each.
- 2.3 Amendments: This Agreement may be amended only by the execution by all parties of a written amendment.

2.4 Jurisdiction and Venue: This Agreement shall be deemed an Agreement under the laws of the State of California, and for all purposes shall be interpreted in accordance with such laws. All parties hereby agree and consent to the exclusive jurisdiction of the courts of the State of California and that the venue of any action brought hereunder shall be in Los Angeles County, California.

2.5 Non-assignment. No party may assign this Agreement, or any part thereof, without the written consent of each party to this Agreement.

2.6 Indemnity. Each Applicant, RCTC and SANBAG agree to indemnify, defend and hold harmless SCAG, and its respective officers, agents, and employees from any and all claims, demands, costs, or liability arising from or connected with intentional or negligent acts, errors or omissions, or any violations of law (including non-compliance with Certifications and Assurances contained herein) attributable only to performance of the responsibilities as set forth in this MOU by the indemnifying party (Indemnitor) or its officers, agents, employees, contractors and subcontractors under this MOU, except to the extent caused by the negligence or willful misconduct of SCAG.

2.7 Withdrawal and Termination.

- a. Any party may withdraw from this Agreement upon thirty (30) days written notice to each party, providing that the notice of withdrawal set forth the effective date of withdrawal and the reason for withdrawal. Additionally, the notice of withdrawal shall provide that the parties during the period prior to the effective date of withdrawal meet to try to resolve any dispute, if applicable. In the event that the withdrawal is for cause, the withdrawal shall not be effective if the party cures the default in its performance within the thirty day period.
- b. SCAG shall notify FTA of the withdrawal from this Agreement of any Applicant, and shall not be obligated to administer 5307 Program Funds for any Applicant which is not a party to this Agreement.
- c. SCAG may terminate this Agreement at any time upon thirty (30) days written notice to each party, providing that the notice of termination sets forth the effective date of termination.

2.8 Notice. Any notice or notices required or permitted to be given pursuant to this Agreement may be personally served on the other party by the party giving such notice, or may be served by certified mail, return receipt requested, to the names and addresses attached as "Exhibit A."

2.9 Counterparts. This Agreement may be executed in counterparts, each of which shall be an original, but all of which shall constitute one instrument.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their duly authorized representatives on the dates set forth below.

The Southern California Association of Governments

By: _____
Mark Pisano
Executive Director

Date: _____

Approved as to Form:

Karen Tachiki
Chief Legal Counsel

Date: _____

San Bernardino Association of Governments

By: _____
Tony Grasso
Executive Director

Date: _____

Approved as to Form:

Jean-Rene Basle
SANBAG Counsel

Date: _____

Omnitrans

By: _____ Date: _____
Durand Rall
General Manager

Approved as to Form:

_____ Date: _____

Exhibit A

Mr. Mark Pisano
Executive Director
Southern California Association of Governments
818 West 7th Street, 12th Floor
Los Angeles, CA 90017-3435

Mr. Tony Grasso
Executive Director
San Bernardino Association of Governments
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715

Mr. Durand Rall
General Manager
Omnitrans
1700 W. 5th Street
San Bernardino, CA 92411

Arthur T. Leahy
Chief Executive Director
Orange County Transportation Authority
550 South Main St.
P.O. Box 14184
Orange, CA 92863-1584

Mr. Roger Snoble
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Mr. Randy Floyd
Executive Director
Antelope Valley Transit Authority
1031 W Avenue L-12
Lancaster, CA 93534

Ms. Martha Eros
Transportation Services Officer

Arcadia Transit
PO Box 60021
Arcadia, CA 91066

Ms. Terisa Price
Transit Manager
Redondo Beach Wave
415 Diamond St.
Redondo Beach, CA 90277

Ms. Anna Sanchez
Administrative Aide
Claremont Dial-A-Ride
1616 Monte Vista Avenue
Claremont, CA 91711

Mr. Dan Gomez
Director of Transportation
Commerce Bus Lines
2535 Commerce Way
Commerce, CA 90040

Mr. Art Ida
Transportation Manager
Culver City Bus
4343 Duquesne Ave.
Culver City, CA 90232

Mr. David Reyno
Director of Government Relations
Foothill Transit
100 N. Barranca Ave, Suite 100
West Covina, CA 91791

Mr. Joseph Loh
Administration Manager
Gardena Municipal Bus Lines
15350 S. Van Ness Ave.
Gardena, CA 90249

Ms. Judith G. Quinonez
Transportation Manager
La Mirada Transit

13700 La Mirada Bl.
La Mirada, CA 90638

Ms. Corinne Ralph
Assistant director
LADOT
221 N. Figueroa St., Ste. 400
Los Angeles, CA 90012

Ms. Dana Lee
Government Relations
Long Beach Transit
PO Box 731
Long Beach, CA 90801

Ms. Laura Cornejo
Manager of Strategic Planning & Intergovernmental Relations
Montebello Bus Lines
400 S. Taylor Ave.
Montebello, CA 90640

Mr. Jaime Becerra
Transportation Administration Coordinator
Norwalk Transit Systems
12650 E. Imperial Hwy.
Norwalk, CA 90650

Ms Susam Lipman
Transit Coordinator
Santa Clarita Transit
28250 Constellation Rd
Santa Clarita, CA 91355

Mr. David Feinberg
Deputy Director of Transit Services
Santa Monica's Big Blue Bus
1660 7th Street
Santa Monica, CA 90401

Mr. Dennis Kobata
Sr. Administrative Analyst
Torrance Transit
20500 Madrona Ave.
Torrance, CA 90503

Mr. Eric Haley
Executive Director
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92502-2208

Mr. Larry Rubio
General Manager
Riverside Transit Agency
1825 Third Street
P. O. Box 59968
Riverside, CA 92517-1968

Mr. C. Mikel Oglesby
General Manager
SunLine Transit Agency
32-505 Harry Oliver Trail
Thousand Palms, CA 92276

Ms. Beth Groves
City Manager
City of Corona
P. O. Box 940
Corona, Ca 92878-0940

Mr. Brad Hudson
City Manager
City of Riverside
3900 Main Street
Riverside, CA 92522-0111

David R. Solow
Chief Executive Officer
Southern California Regional Rail Authority
700 South Flower Street, Suite 2600, Los Angeles, CA 90017

ADDITIONAL INFORMATION

APPOINTING/ELECTING AUTHORITY	REGIONAL COUNCIL (12:00 noon)	POLICY COMMITTEES (RC Members Serve on One Each) (Subregional Appointments) (County Commissions Appoint One to TCC) (10:00 a.m.)		
		Community, Economic, and Human Development	Energy and Environment	Transportation and Communications
District 6 (Grand Terrace, Colton, Loma Linda, Redlands, Yucaipa)	L. Garcia			L. Garcia
District 7 (San Bernardino, Highland)	L. McCallon	L. McCallon		
District 8 (Rialto, Fontana)	D. Robertson	D. Robertson		
District 9 (Rancho Cucamonga, Upland, Montclair)	P. Eaton		P. Eaton	
District 10 (Chino, Chino Hills, Ontario)	A. Wapner			A. Wapner
District 11 (Barstow, Big Bear, Needles, Twentynine Palms, Yucca Valley)	L. Dale			L. Dale
District 65 (Adelanto, Apple Valley, Hesperia, Victorville)	T. Jasper	T. Jasper		G. Ovitt
San Bernardino County	G. Ovitt			
SANBAG Subregional Appointees*		K. Chastain	J. Harrison	M. Nuaimi
*One appointee to each policy committee for a total of three appointees per subregion, plus one additional appointee for every SCAG District over three in the subregion. SANBAG has a total of seven subregional appointees to the policy committees.		Vacant (D. Williams) Vacant (L. McCallon)	P. Lilburn	Vacant (G. George)

Rules of Appointment

1. SANBAG policy stipulates that all SANBAG appointees be SANBAG Board Members.
2. SCAG President appoints Regional Council members to Standing and Policy Committees.

Terms of Appointment

Terms of appointment for Regional Council members representing odd numbered districts expire immediately following the SCAG General Assembly in April of odd numbered years. Terms of appointment for Regional Council members representing even numbered districts expire immediately following the SCAG General Assembly in May of even numbered years. SANBAG appointments to SCAG Policy Committees are for a term from May through the next regular SCAG general assembly of the following year.

Stipend

SCAG provides Regional Council members \$100 per day for a maximum of four meetings per month, plus mileage. A stipend for the fifth meeting per month may be received on approval by SCAG's Executive Director. SCAG also provides subregional appointees representing SANBAG on SCAG Policy Committees \$70 per meeting.

Meeting Information

The regular meetings of SCAG Regional Council, Standing Committees, and Policy Committees are on the first Thursday of each month at the SCAG Offices located at 818 W. Seventh Street, Los Angeles: 10:00 a.m., Policy Committees 12:00 noon, Regional Council

Policy Committees

Community, Economic, and Human Development: Provides policy recommendations to the Regional Council on subjects of housing, land use, resource, economic, community development, infrastructure, employment, and regional disaster preparedness issues. Reviews and recommends to the Planning Committee revisions to the Housing, Economy, Growth Management, Human Resources, and Finance Chapters of the Regional Comprehensive Plan and Guide.
Energy and Environment: Acts as the policy advisory committee to the Regional Council on environmental issues, including air and water, hazardous, solid waste management, natural resources conservation, and energy conservation. Reviews the Environmental Impact Report of the Regional Comprehensive Plan and Guide. Provides recommendations to the Planning Committee on state and federal legislative proposals and administrative guidelines affecting environmental quality, resource conservation, **Transportation and Communications:** Acts as the policy advisory committee to the Regional Council on all regional matters pertaining to the movement of goods and people on land, water, and air. Reviews and recommends to the Regional Council all major utility development plans. Addresses the location, size, or capacity, timing, and impact of facilities.

SANBAG Acronym List

1 of 2

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CAC	Call Answering Center
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DMO	Data Management Office
DOT	Department of Transportation
E&H	Elderly and Handicapped
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
ETC	Employee Transportation Coordinator
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICMA	International City/County Management Association
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MIS	Major Investment Study
MOU	Memorandum of Understanding

SANBAG Acronym List

2 of 2

MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PPM	Planning, Programming and Monitoring Funds
PSR	Project Study Report
PTA	Public Transportation Account
PVEA	Petroleum Violation Escrow Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
ROD	Record of Decision
RTAC	Regional Transportation Agencies' Coalition
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SANBAG	San Bernardino Associated Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
SRTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TIA	Traffic Impact Analysis
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOC	Traffic Operations Center
TOPRS	Transit Operator Performance Reporting System
TSM	Transportation Systems Management
USFWS	United States Fish and Wildlife Service
UZAs	Urbanized Areas
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

Approved June 2, 1993
Reaffirmed March 6, 1996